September, 1944

TECHNOLOGY DEPT.

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Yachting

BARGING AND ITS PREVENTION by HAROLD S. VANDERBILT

TAKE A LOOK ALOFT ☆ THE POOR MAN'S YACHT

90 DAYS IN A WHALEBOAT ☆ LANDING CRAFT TECHNIQUE

How would you like to have a Higgins Boat after the War?
How would you like to have a Higgins Boat after the War?
How would you like to have a Higgins Boat after the War?
How would you like to have a Higgins Boat after the War?
NEW ORLEANS

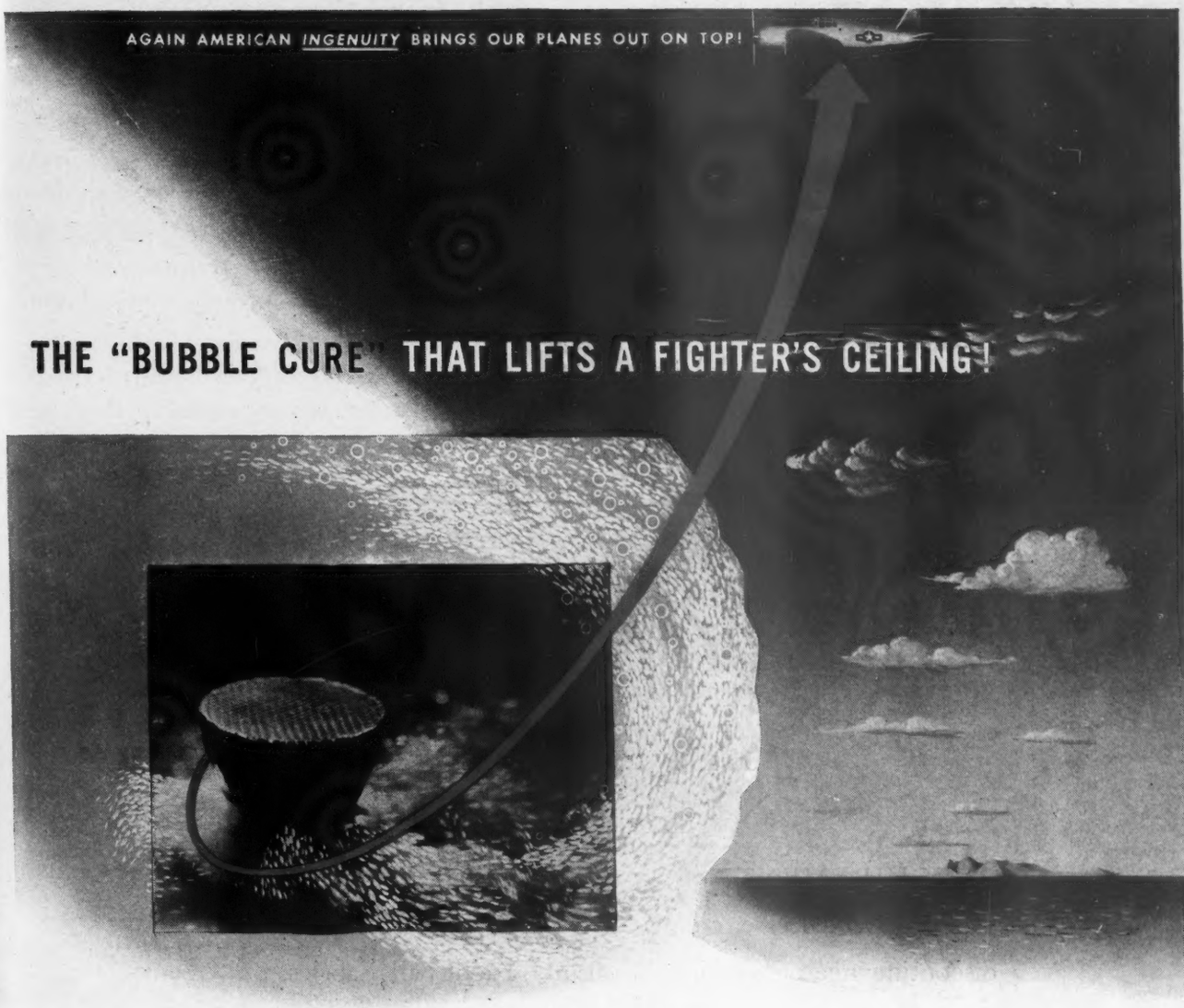
. . . JUST **WRITE US**

(. . . and to that boy overseas)

HIGGINS *POST-WAR PLEASURE BOATS* WILL BE WORTH WAITING FOR

[SEND FOR THIS BOOK! "Navigation Wrinkles for Combat Motor Boats," 108 pages, illustrated, of useful information on piloting and navigation based on lectures given in Higgins Boat Operators and Marine Engine Maintenance School. Book will be sent to you, postpaid, at cost of printing, binding and mailing, $1.]

YACHTING, September, 1944. Vol. 76, No. 3. Published monthly at 10 Ferry Street, Concord, N. H. Editorial, Circulation and Advertising Offices, 205 East 42nd Street, New York, 17, N. Y. $4.00 a year, 50 cents a copy. Entered as Second-Class matter at the Post Office at Concord, N. H., under the Act of March 3, 1879.



In the thin upper air gasoline "boils" in a plane's wing tanks. Vapor bubbles form. If they get into the gas lines they starve the motor—lower its ceiling.

But today that problem is solved. No matter how high enemy planes go, our boys can top them!

For American engineers have perfected an ingenious booster pump that keeps gas lines free of "bubble trouble". Hidden in the bottom of the gas tank, this tiny pump whirls out the bubbles as fast as they form . . . plays a giant's role in bringing our flyers back safely!

Borg-Warner, in its Pesco Division, produces huge numbers of these pumps for high altitude fighters and bombers. In addition, almost every type of plane is equipped with other Pesco pumps.

You'll find many such engineering achievements in Borg-Warner's list of more than 100 different items for war. And all spring from an ideal that is basic with Borg-Warner: "design it better—make it better".

That ideal means much to America. The essentials produced before the war by Borg-Warner's many units are so numerous and so widely accepted in industry, on the farm and in the home, that there is hardly an American who does not benefit from them every day.

Partners with the Marine industry in peace and war, Borg-Warner supplies these and other essential parts . . .

BILGE PUMPS • CHAIN AND GEAR TRANSFER DRIVES
CARBURETORS • FUEL PUMPS • CHAIN HOISTS
MARINE COUPLINGS • REDUCTION AND REVERSE GEARS
MARINE SUPERCHARGERS
STAINLESS STEEL • TIMING CHAINS

ENGINEERING B-W PRODUCTION

BORG-WARNER

Peacetime makers of essential operating parts for the automotive, aviation, marine and farm implement industries, and of Norge home appliances . . . these units which form the Borg-Warner Corporation are today devoted exclusively to the needs of war: BORG & BECK • BORG-WARNER INTERNATIONAL • BORG-WARNER SERVICE PARTS • CALUMET STEEL • DETROIT GEAR AIRCRAFT PARTS • DETROIT VAPOR STOVE • INGERSOLL STEEL & DISC • LONG • MARBON • MARVEL-SCHEBLER CARBURETER • B-W SUPERCHARGERS, INC. • MECHANICS UNIVERSAL JOINT • MORSE CHAIN • NORGE • NORGE MACHINE PRODUCTS • PESCO PRODUCTS • ROCKFORD CLUTCH • SPRING DIVISION • WARNER AUTOMOTIVE PARTS • WARNER GEAR

full sail ahead . . .

"EFFECTIVE POST WAR"

REQUIREMENTS of our Armed Forces, Maritime Commission, Lend Lease, etc., since Pearl Harbor necessitated the discontinuance of weaving Wamsutta Yacht Sail Fabrics.

In the meantime our large, well assorted stock has been entirely used up, and none of these well known fabrics has been available for some time, or will be for the duration.

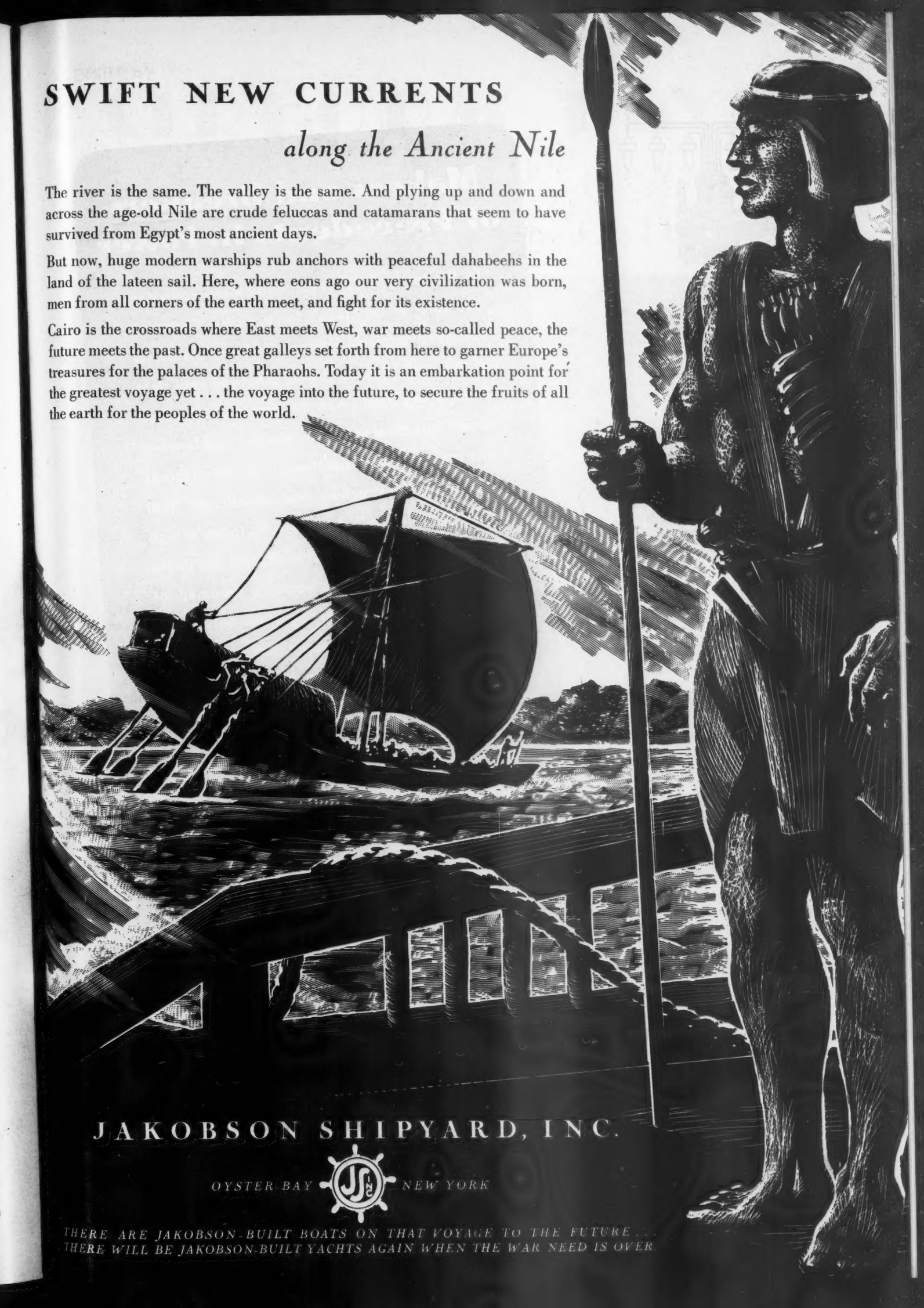
We take pleasure in announcing that we have made tentative arrangements with Wamsutta Mills "effective Post War" to produce for us a line of Yacht Duck, Sail Cloths and Spinnaker Cloths especially designed to meet the weather, water and climatic conditions of our American continent.

The only fabric we have at present to offer is 36″ 4 oz. Wamsutta Zephyr Cloth, available in limited weekly allotments.

★ ★ ★

HOWE & BAINBRIDGE, INC.

220-230 COMMERCIAL STREET BOSTON 16, MASS.



SWIFT NEW CURRENTS

along the Ancient Nile

The river is the same. The valley is the same. And plying up and down and across the age-old Nile are crude feluccas and catamarans that seem to have survived from Egypt's most ancient days.

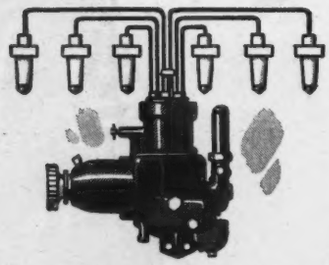
But now, huge modern warships rub anchors with peaceful dahabeehs in the land of the lateen sail. Here, where eons ago our very civilization was born, men from all corners of the earth meet, and fight for its existence.

Cairo is the crossroads where East meets West, war meets so-called peace, the future meets the past. Once great galleys set forth from here to garner Europe's treasures for the palaces of the Pharaohs. Today it is an embarkation point for the greatest voyage yet . . . the voyage into the future, to secure the fruits of all the earth for the peoples of the world.

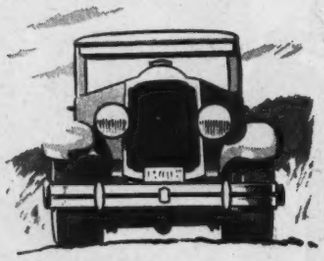
JAKOBSON SHIPYARD, INC.

OYSTER BAY JS *NEW YORK*

THERE ARE JAKOBSON-BUILT BOATS ON THAT VOYAGE TO THE FUTURE . . .
THERE WILL BE JAKOBSON-BUILT YACHTS AGAIN WHEN THE WAR NEED IS OVER



Dependable diesels are not built in a day. For instance, in perfecting the *exclusive* Cummins Fuel System, now an accepted model of simplicity and efficiency, 3,000 different injection mechanisms were developed and tested between 1923 and 1927 before Cummins engineers were satisfied. Insistence on "making it right," regardless of cost, explains why Cummins Diesels are known everywhere as *the dependable diesel.*



A Cummins-powered Packard sedan was the world's first diesel-propelled automotive vehicle. Driven in 1930 from Columbus, Ind., to New York City by designer-president C. L. Cummins at a fuel cost of only $1.38, the car was barred from the New York Auto Show and, later, the Atlantic City Road Show. Today, Cummins Diesels are found in practically all leading makes of heavy-duty trucks and construction equipment.

In 1930, under AAA sanction, the world's first official record for diesel-powered vehicles was established at Daytona Beach, Florida, by a Cummins Diesel installed in a Packard roadster—83 mph. The engine was a "dolled up" Model U designed for marine service. Although built to operate at 800 rpm., it was revved up as high as 1900 rpm. during the run, without any difficulties developing.

CUMMINS DEPENDABLE DIESELS

Automotive Models: Designed for all types of heavy-duty trucks in either highway or off-the-highway service.

★ ★ ★

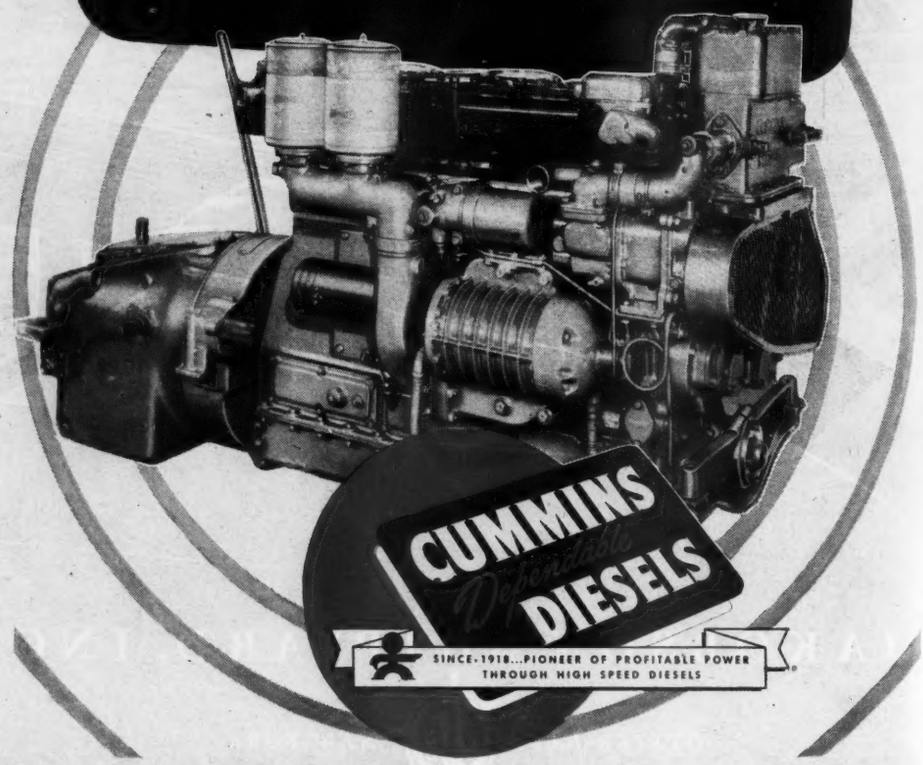
Industrial Models: Portable and stationary engines, power units, and generating sets for service in any industry requiring heavy-duty power.

★ ★ ★

Marine Models: Propulsion engines and marine type generating sets designed for all types of fishing boats, work boats, and pleasure craft.

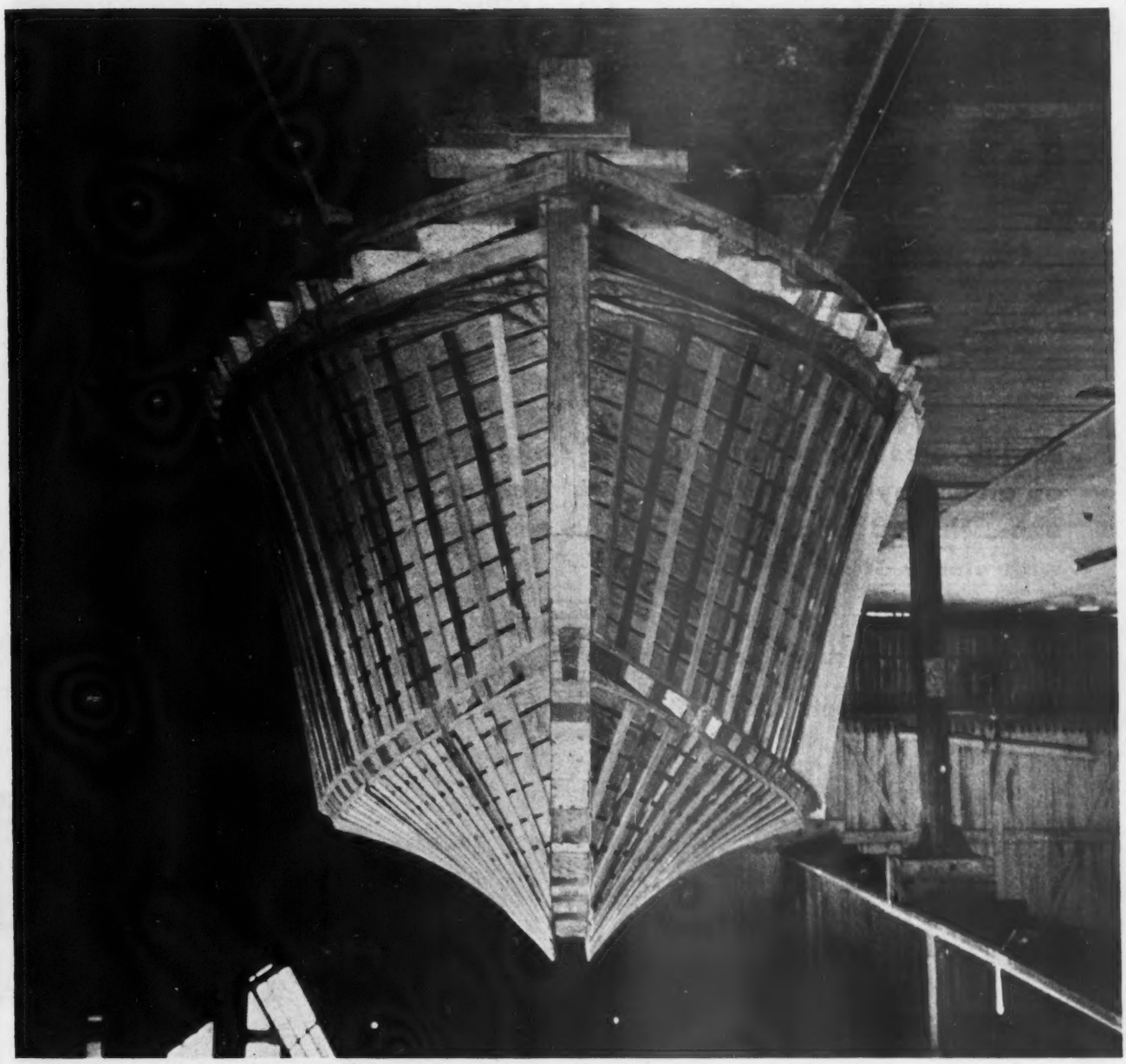
Makers and Breakers of Precedents in Power

In the early 20's, most authorities conceded 600 rpm. to be "tops" for a diesel. Cummins conceded nothing—bumped the Cummins Diesel of that early day up to 900 rpm. and kept right on bumping. That's how the modern, high speed diesel was created . . . by making *and breaking* one precedent after another . . . by doing things in design, construction and metallurgy "that couldn't be done." As a result, today's high speed Cummins Dependable Diesels are doing tough, heavy-duty jobs scarcely dreamed of twenty, or even ten, years ago. Not only doing them, but doing them cheaper, better and faster than they were ever done before. CUMMINS ENGINE COMPANY, INC., Columbus, Indiana.



FAIRFORM FLYER

SO LIGHT SHE FLOATS RIGHT UP TO THE CEILING?



No, the photograph is wrong side up! This is a mandrel on which to mold and polymerize the buoyant, seaworthy, fast Quadraconic Hull of the future. Postwar models 28 to 100 feet, one to eight engines, 16 to 60 M.P.H., gasoline & Diesel.

We solicit substantial inquiry for postwar pleasure

HUCKINS YACHT CORPORATION, JACKSONVILLE, FLORIDA

New Husky for

No job rates tougher than landing on an enemy shore, establishing a beachhead and following up with plenty of supplies.

It takes dependable support by all kinds of landing craft.

Hundreds of such craft, including the new LSM (Landing Ship Medium) shown here, are powered with General Motors Diesels.

These engines are meeting the exacting demands of war in all parts of the world. They are always ready to go.

GM
GENERAL MOTORS
DIESEL POWER

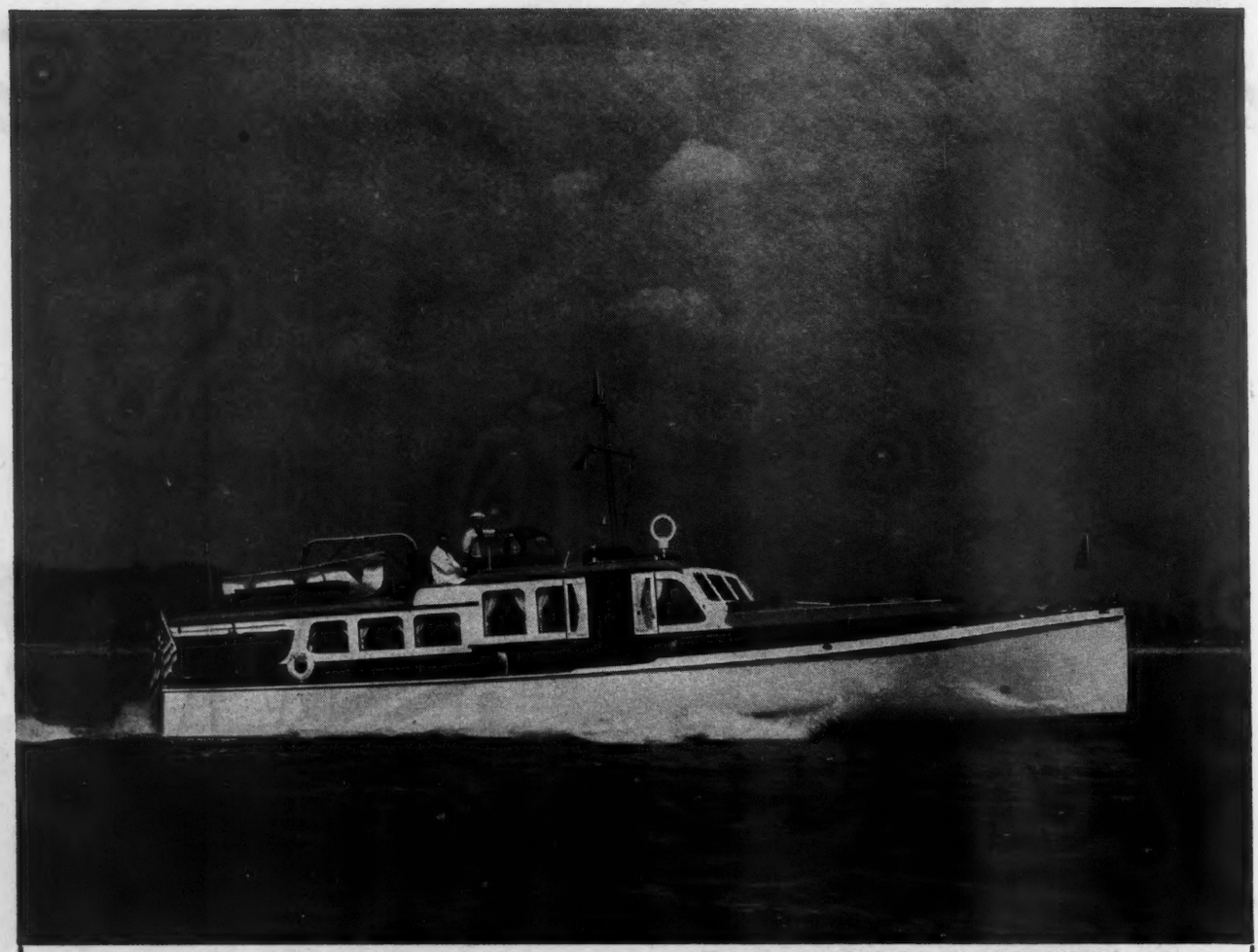
ENGINES..150 to 2000 H.P. **CLEVELAND DIESEL ENGINE DIVISION,** Cleveland 11, O.

ENGINES..15 to 250 H.P. DETROIT DIESEL ENGINE DIVISION, Detroit 23, Mich.

LOCOMOTIVES.....ELECTRO-MOTIVE DIVISION, La Grange, Ill.

KEEP AMERICA STRONG ★ BUY WAR BONDS

rome of War's Toughest Jobs



The prewar model of the Matthews "50" Standard

RESALE VALUE . . .

THE REAL VALUE of a stock cruiser is measured by its *used* value – a most important point to remember when you choose your next boat.

Boat brokers unanimously agree that a Matthews commands the highest resale price in the whole stock boat market. Throughout the country Matthews holds the "King" position among cruisers.

There are hundreds of Matthews cruisers in service today twenty and thirty years old – and some over forty. Real quality shows up in the long run.

Naturally top quality costs a little more, but the returns in service and satisfaction and the *resale return* make it a wise investment.

THE MATTHEWS CO.
PORT CLINTON 2 • OHIO

"Wherever you cruise . . . you'll find a Matthews"

SEAGOING VACUUM CLEANER

"Keep American shipping lanes navigable and safe" —an important order . . . executed by the "Hains" . . . one of five twin-screw Diesel Electric seagoing hopper dredges for heavy-duty and speedy operations.

Designed for the Army Engineers, the "Hains" and four sister ships are equipped with Westinghouse propulsion equipment . . . dependable power to assure top performance in one of the roughest and toughest kinds of service. Each propeller is driven by a 700 horsepower motor through Westinghouse gears . . . precision-hobbed gears for quietness, efficiency and stamina. The production of all Westinghouse gears is supervised by Marine Engineers who for 36 years have collaborated with designers and shipbuilders.

Put this time-tested experience to work for you in solving problems today and postwar. Consult your nearest Westinghouse Marine Engineer or write Westinghouse Electric & Manufacturing Company, East Pittsburgh, Pa., Dept. 7-N.

J-07221

Westinghouse

Marine Gears

THE MARINE INDUSTRY'S HEADQUARTERS FOR STEAM AND ELECTRICAL EQUIPMENT

LO[illegible] BUOY MAKES GOOD!

That's what they're saying in Trenton. Long before the attack on Pearl Harbor, we started full scale production on vital war material for the purpose of saving lives.

In 1939, our first war product, the Submarine Escape Buoy made good; in 1940, we produced a radical new Dan Buoy (depicted) for the U. S. Navy. These were followed by our Life Floats, Life Rafts, Seadrome Landing Light and Buoy, Buoyant Apparatus, Automatic Electric Water Light and Floater Net . . . each designed to increase safety at sea.

Since that first buoy rolled off the production line, our organization has expanded in every direction. Six factories now produce the WINNER line to provide greater safety on the sea lanes for American boys on their way from Trenton to Tokyo . . . from Baltimore to Berlin . . . and for boys of the other United Nations as well.

SOULS AT SEA MADE SAFER

Winner MFG. CO., INC.

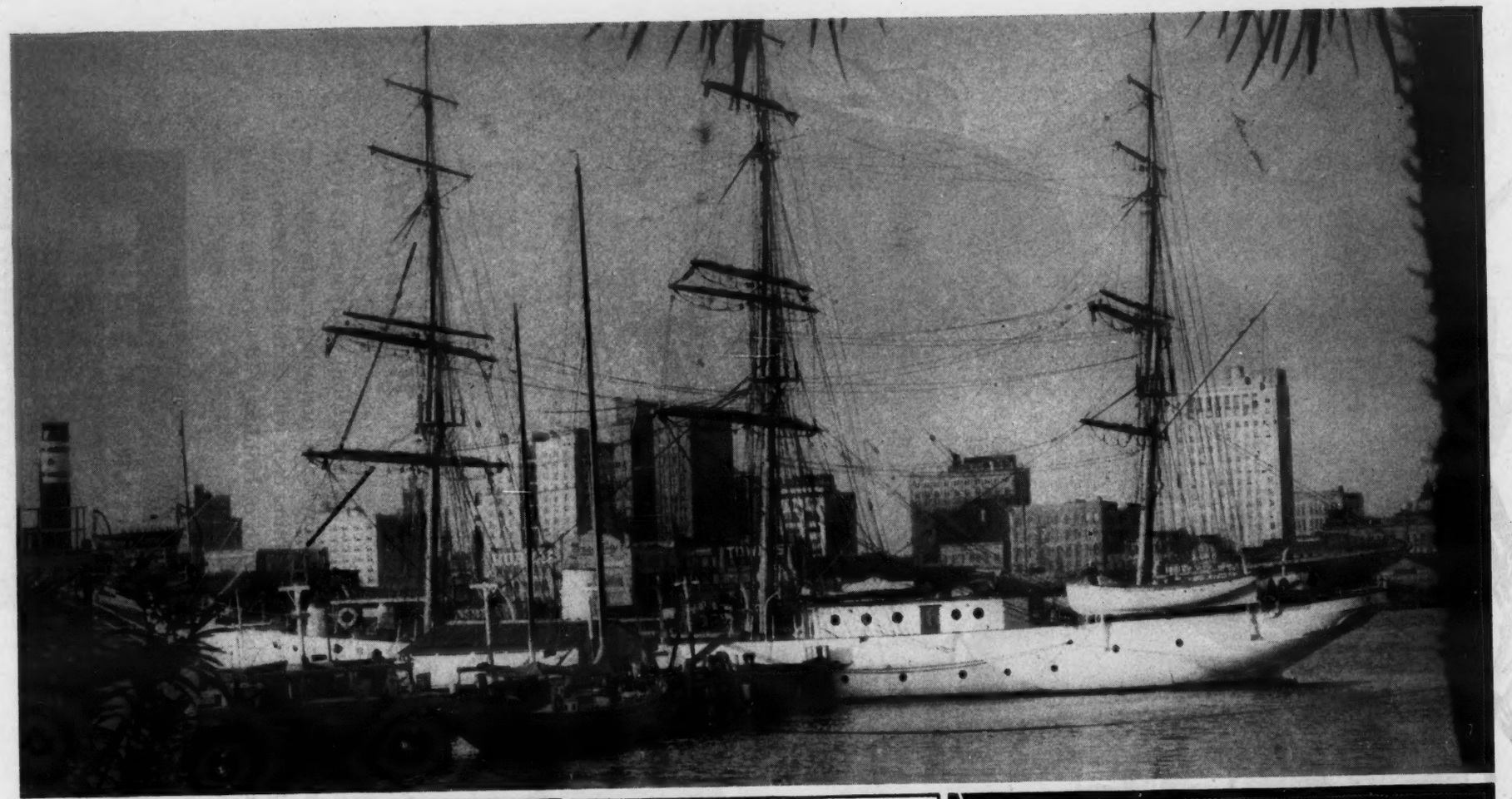
104 Railroad Ave., West Trenton, N. J.

"Of Course She'll Go To Wind'ard!"

Plans for better living tomorrow are part of the fighting equipment of every American. Here at the South Coast Company we're preparing *now* to fulfill our part of the Nation's obligation to our fighting men with better boats from new materials at lower costs . . . while the job of building and servicing fighting ships continues at a record pace.

Wartime builders of Sub-Chasers, Minesweepers, Aircraft Rescue Boats, Picket Boats and Cargo Ships. Peacetime builders of fine Sail and Power Yachts and Commercial Vessels.

HUBBARD'S
South Coast Co.
NEWPORT HARBOR, CALIFORNIA



CONVERSION and REPAIR

Full Facilities for All Types of Craft—Steel or Wood

Drydock and Repair Division

A Fourth "E"!

Our record of four successive Army-Navy "E" Awards not only speaks volumes for our wartime efficiency but also for the construction and repair service we will offer in post-war days.

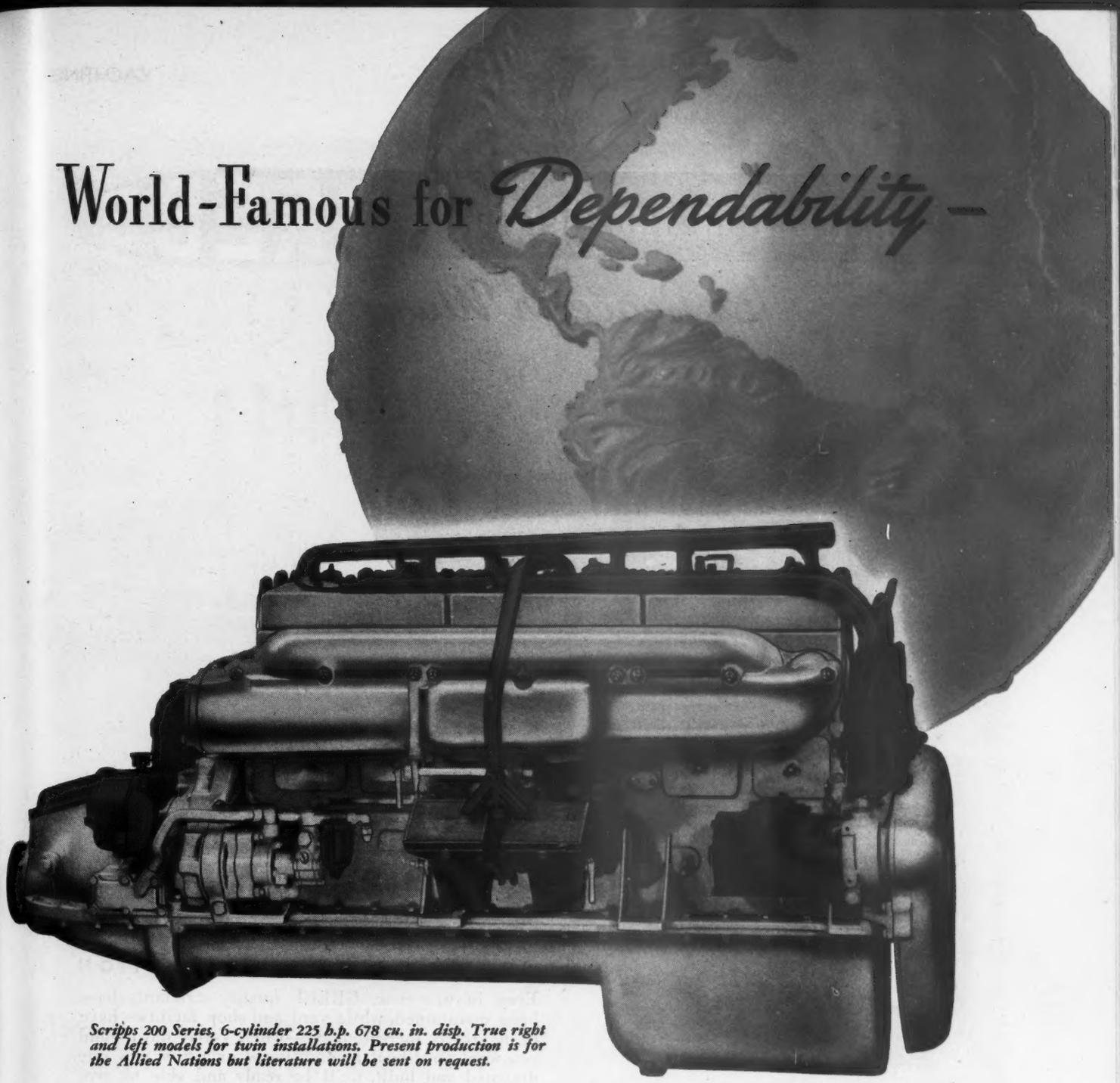
Gibbs Gas Engine Co., of Fla.

4 Flagler St., Jacksonville, Florida

BUY WAR BONDS

GIBBS

World-Famous for *Dependability* –



Scripps 200 Series, 6-cylinder 225 h.p. 678 cu. in. disp. True right and left models for twin installations. Present production is for the Allied Nations but literature will be sent on request.

SCRIPPS

GASOLINE AND DIESEL

• MARINE ENGINES •

Fours • Sixes • V-Eights • V-Twelves
Twenty-five to Six Hundred Horsepower

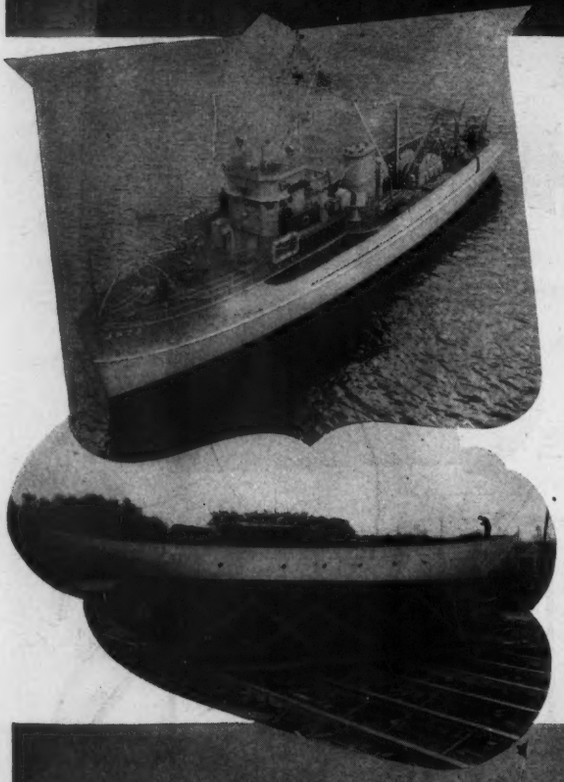
Scripps Motor Company • 5817 Lincoln Avenue • Detroit 8, Michigan

SPECIALISTS IN FINE MARINE ENGINES FOR 38 YEARS

Construction and Service GREBE

for Peace or War

U. S. NAVAL CRAFT COMPLETED IN GREBE YARDS



☆ FITTING OUT
☆ SERVICING
☆ DESIGNING
☆ BUILDING
☆ STORAGE, REPAIRS

WOOD OR STEEL CONSTRUCTION

Even in war time, GREBE quality standards have been maintained, while yard and shop facilities have been greatly increased. So—when V-Day dawns and you want your boat reconditioned or a fine, new one designed and built, we'll be ready and able to give you exceptional service and value—and a quality job.

HENRY C. GREBE & CO., INC.

3250 North Washtenaw Avenue, Chicago 18, Illinois

DESIGNERS AND BUILDERS OF FINEST CRUISING YAGHTS

TIN-CAN MAULERS!

The Nazi convoy of tankers and ammunition boats, protected by two sleek destroyers, headed for the Aegean port.

Out of the mist streaked two American PT's, the 212 and 214. With guns blazing they drove straight for the destroyers . . . they twisted, turned, then away, the Nazis in hot pursuit.

The ruse worked. Another PT smashed the convoy, and torpedoed the destroyers.

• • •

It takes heroism beyond the call of duty to perform these deeds of valor. It requires efficient tools of battle! Proud are we that dependable Equi-Poise Propellers are the "wings of these PT's."

Building propellers for PT's, MTB's, and Vosper Victories is but one of our jobs. Night and day in four plants, our workers are turning out an endless stream of propellers from 4 in. to 12 ft. for the Allied Navies.

Tomorrow, "when men sail for fun again," improved techniques of precision manufacture and new developments promise even finer products. Federal Mogul Marine, 4039 Beaufait Avenue, Detroit 7, Michigan.

The coveted Army-Navy "E" awarded Federal - Mogul Marine Division, Plant 2, Greenville and Plants 1 and 3, Detroit, Mich., for high contribution to American freedom.

ARMY E NAVY — *Greenville, Mich.*

ARMY E NAVY — *Detroit, Mich.*

CLOVERLEAF EQUI-POISE | TRU-PITCH & HY-TURBINE | TRU-PITCH MOTORSHIP

FEDERAL Mogul

NO-WEED & WEEDLESS | HB HEAVY-DUTY | CUSTOM, STANDARD EQUI-POISE

WHAT'S NEW??

COURTESY OF A. DON MORTRUDE
NOTED DESIGNER, DETROIT, MICH.

War-Proved Accessories for Postwar Needs

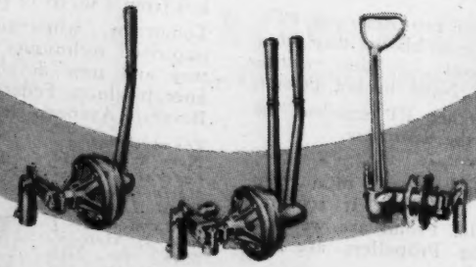
It's fun to plan new equipment, accessories and fittings.

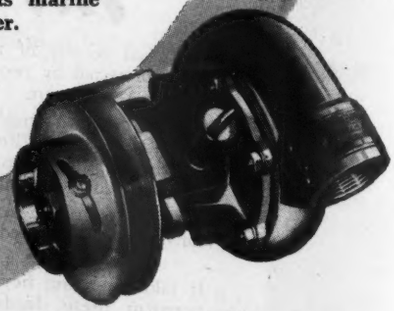
There are a lot of things you'll want when you re-commission your boat . . . new equipment proven during the war to meet real service and performance needs.

For instance, you'll want one of the Marine Products centrifugal Bilge Pumps as used in landing and other Navy craft, amphibian tractors, fishing vessels, tugs, ferries, etc.

You'll also want the new Clutch and Throttle controls . . . revelations in simplified boat handling. Take a look at these and other marine engineered products at leading supply dealers from coast to coast; or consult your marine architect and boat builder.

To help you plan new accessories for your boat, send for literature and full information on Marine Products marine engineered equipment. Ask for name of nearest dealer.





KEEP 'EM FLOATING!

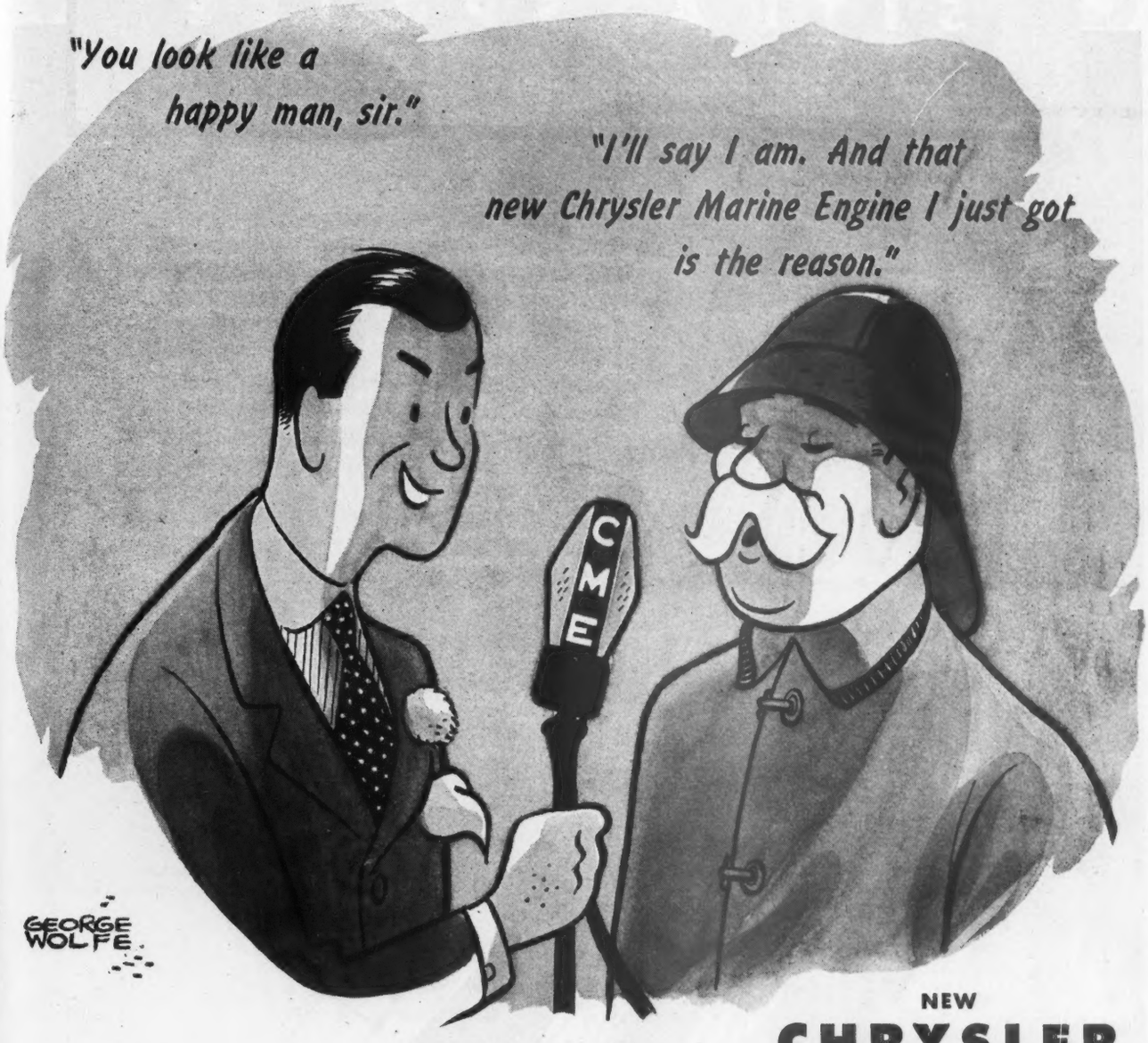
(AT LEFT) Tens of thousands of Marine Products Pumps are built in mass production for navy craft and other essential boats.

(ABOVE) There's a war-proved type and size of pump for your boat in capacities ranging from 40 to 400 G.P.M.

MARINE PRODUCTS CO.

6636 CHARLEVOIX AVE. DETROIT 7, MICHIGAN

MARINE ENGINEERED EQUIPMENT

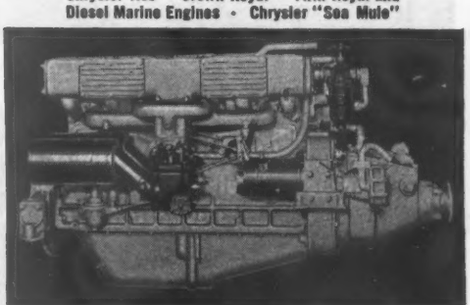


NEW

CHRYSLER

ROYAL MARINE ENGINE

Chrysler Ace · Crown Royal · Twin Royal and Diesel Marine Engines · Chrysler "Sea Mule"



The New Chrysler Marine Engines Tested in Actual Combat by Army and Navy Now Available for "Essential" Craft. 5 Types – 80 to 256 Maximum Brake Horsepower

The new Chrysler Marine Engines have performed brilliantly for both Army and Navy—they've been continuously improved since the war started. Chrysler builds them completely, in one Chrysler plant. "Superfinish," the unique Chrysler development, gives all bearing surfaces an almost unbelievable smoothness, insuring longer life and shorter—much shorter—"breaking in" period. One of the most compact marine power plants ever created.

FREE CATALOGUE describes them completely. Send for your copy today. Ask your Chrysler Marine Engine dealer how you can more quickly obtain necessary priorities.

Chrysler Marine Engine Division
Chrysler Corporation
12210 East Jefferson, Detroit, Mich.
Please send me FREE Chrysler Marine Engine Catalogue.

Name_____

Address_____

City_____ State_____

Type of boat_____

SITKA SPRUCE
FOR *Strength* AND *Lightness*

Sitka spruce is now being specified almost exclusively for the majority of boat hull framing members by the Army Transportation Corps and the Navy's Bureau of Ships. It is an ideal lumber for this purpose because it is strong without being heavy.

A stick of Sitka spruce is 90 per cent as stiff as a similar stick of selected white oak but it is lighter than white pine. It has a straight, even grain, is available in large sizes and long lengths, seasons with a negligible amount of shrinkage, warp or twist. It is easily worked and takes a fine finish.

Boat builders will find Sitka spruce very useful in their postwar operations.

Don B. Wallace & Company is headquarters for Sitka spruce, genuine mahogany, and other types of marine lumber, both now and postwar.

SERVING UNITED STATES AND CANADA

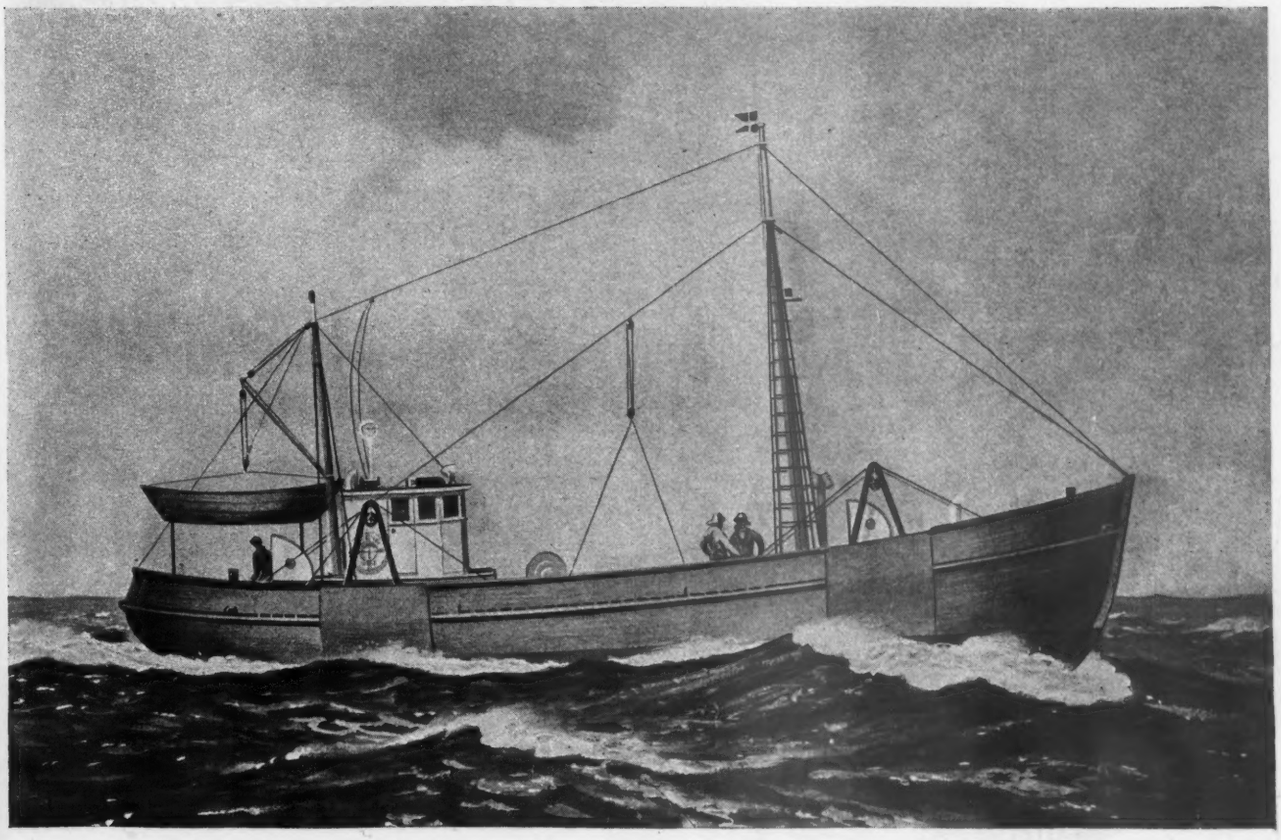
GENUINE MAHOGANY
SITKA SPRUCE
WATERPROOF MARINE PLYWOOD
WESTERN RED CEDAR

DON B. Wallace & CO.

PENOBSCOT BUILDING • DETROIT 26, MICHIGAN

WHEELER BOATS

Cruisers • Yachts • Fishing Vessels



75' McInnis Designed Offshore Dragger Now Under Construction. Inspection Invited.

WHEELER FISHING VESSELS

You can make money with a Wheeler fishing vessel. Let us figure on your new boat requirements. Our line is complete, including wooden draggers 50', 60', 75', 90' and 100' from McInnis designs—and steel trawlers from 100' to 200' in length from designs by other well-known trawler experts.

MR. YACHTSMAN,

You May Order Your New Wheeler Cruiser or Yacht Now.

Up until this moment we have been concentrating 100% on war vessels and, as yet, our new models are only in the very preliminary stage. However, the day, we hope is not in the too far distant future when our facilities will be available for peace time construction. We are now prepared to accept orders and discuss details and features with those yachtsmen who are ready to place their business, and peace time construction will be built on the basis of orders in rotation as received. The engineering details thereof can be started practically at once. Let us hear from you about your new boat NOW, and, in the meantime, we will send you the WHEELER INTERIM REPORT as soon as it is off the press.

DEALERS

We are interested in hearing from those responsible dealers and distributors who are interested in becoming a part of the organization that will distribute the Wheeler Playmate cruisers and yachts of the future. We are ready to discuss preliminary plans at this time.

REPAIRS AND RECONVERSIONS

Our facilities are complete for handling all types of repair and reconversion on commercial vessels, trawlers, or yachts. Our engineering departments are ready to work out the details of these repairs and reconversions with you now. Let us hear from you if you are contemplating any of this type of work.

WHEELER SHIPYARD, Inc.

Foot of Cropsey Ave.
BROOKLYN, N. Y.
ESplanade 2-5900

FARADAY

SIGNALS FOR EVERY NEED

MARINE HORNS

Faraday resonated marine horns lead the field in high power all-electric signal horns. Heavy duty laminated type high frequency mechanism. Powerful, distinctive blast cuts through high noise levels with positive identity. . . . The Faraday line also includes vibrating marine horns in grille, single projector, and two-way types, all built for long life in heavy duty service.

Navy Type H-3 and 4

MARINE SIRENS

Faraday marine sirens are built to specifications of the U. S. Merchant Marine. Made in two types, low pitch and high pitch, for A.C. and D.C. operation. Head is malleable iron; body housing is pressed steel. Performance and construction meet all requirements for use on ships of the U. S. Navy and U. S. Merchant Marine.

MARINE BELLS AND BUZZERS. Complete range of types and sizes. Design, construction and performance meet or exceed specifications of U. S. Merchant Marine. Bell tones are clear and distinct. Buzzers are sharp and strong. Peak performance assured under all conditions.

Built to EXCEED U. S. Navy and Merchant Marine Specifications!

Faraday Marine Signals meet every need for audible signaling devices. They have established an international reputation for dependability under toughest conditions. And they are built better than necessary to meet rigid wartime specifications of the U. S. Navy and Merchant Marine.

All housings are watertight. All Faraday signals are easy to install. Whether your need is for horns or sirens, bells or buzzers, push buttons or complete control panels, Faraday equipment fills the bill exactly.

Complete catalog is FREE—Faraday Catalog M-43 illustrates and describes the complete Faraday line of Marine Signals. Write today for your FREE copy, and be prepared for the day when these products will again be available for peacetime use.

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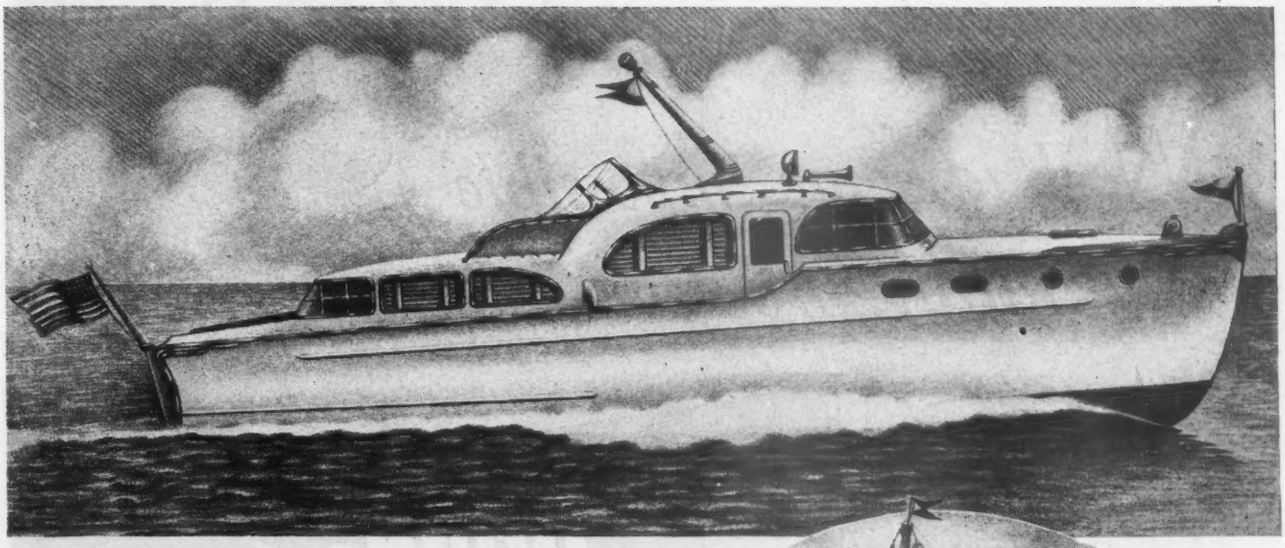

The Truscott 42

Sleek in appearance and brilliant in performance. She is 42 feet long and accommodates 8 people in comfort. She is modern but not radical. Her design and building embodies such desirable features as full-vision deckhouse for ease of operation and hospitable entertaining. Compact dinette, efficient galley (frozen food storage in some models).

The Truscott "42" includes a bright, cheerful owner stateroom with shower bath, a private guest stateroom and many other features making her a thoroughly wholesome ship. Flying bridge with dual control is also available.

The Truscott "42" and many other fine cruisers will be ready for you when victory is won. In the meantime,

BUY MORE WAR BONDS THAN EVER BEFORE

The Truscott 52

A stalwart Motor Sailer for the man who wants to go to sea and stay at sea. She is 52' 9" overall with an extreme beam of 14' 4" and 6' 2" draught. Custom built, either in wood or metal. Ample Diesel power and 1135 square feet of sail. Controlled under power from the deckhouse and sailed under canvas from the after cockpit. Immediate inquiries invited for postwar deliveries.

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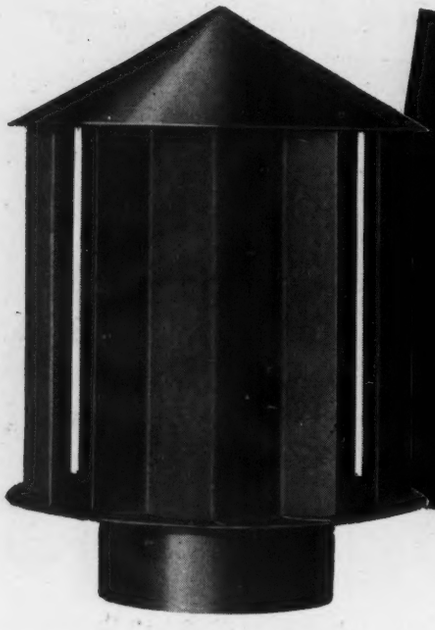
"We had some 'impossible' ventilating problems...but



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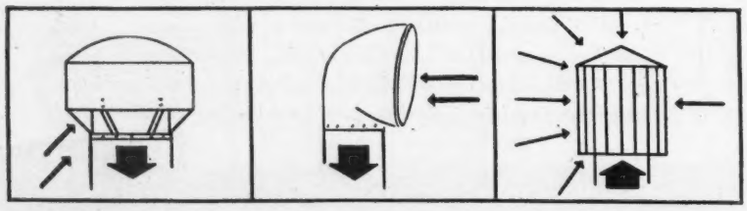
worked where other ventilators failed!"

It is not unusual for the Breidert Marine Air-X-Hauster to give highly satisfactory performance under conditions where conventional types of ventilators "back-draft" or otherwise fail. Based on an entirely new principle, the Breidert assures safe, sure ventilation no matter which way the wind blows, whether the ship is at sea or in port. *Back-drafts are completely eliminated where there is no interior negative pressure!* Diagrams below illustrate how other types of ventilators "back-draft" under adverse wind conditions. Note positive action of Breidert (right).



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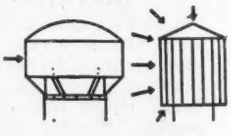
STATIONARY, NO MOVING PARTS... The Breidert has no moving parts to jam or get out of order... there is no power consumption, no operating or maintenance expense.

RIGID TESTS PROVE EFFICIENCY... Smith, Emery & Co., Pacific Coast Branch of the Pittsburgh Testing Laboratories, have proved the Breidert's high efficiency with wind blowing at all angles (see right). Most conventional type ventilators are tested with wind blowing at horizontal angle only.



Old Method — Breidert Method

FOR MANY TYPES OF APPLICATIONS... Breiderts have been installed on Victory Ships, tankers, troop transports, tugs, frigates, fishing boats and other ships... on deck, porthole, engine room hatchways, kingposts, incinerators, etc. In every case, they have fully substantiated all claims made for them.

SUCCEED WHERE CONVENTIONAL VENTILATORS FAIL... Regardless of wind direction (interior negative pressure excepted), it is impossible for the positive suction action of the Breidert to be reversed. At 25 knots, Breidert Marine Air-X-Hausters, without power consumption, will approximate the suction power (certified rating) of electric exhaust fans of equal throat size. At 30 knots, they exceed the suction power of exhaust fans of equal throat size.

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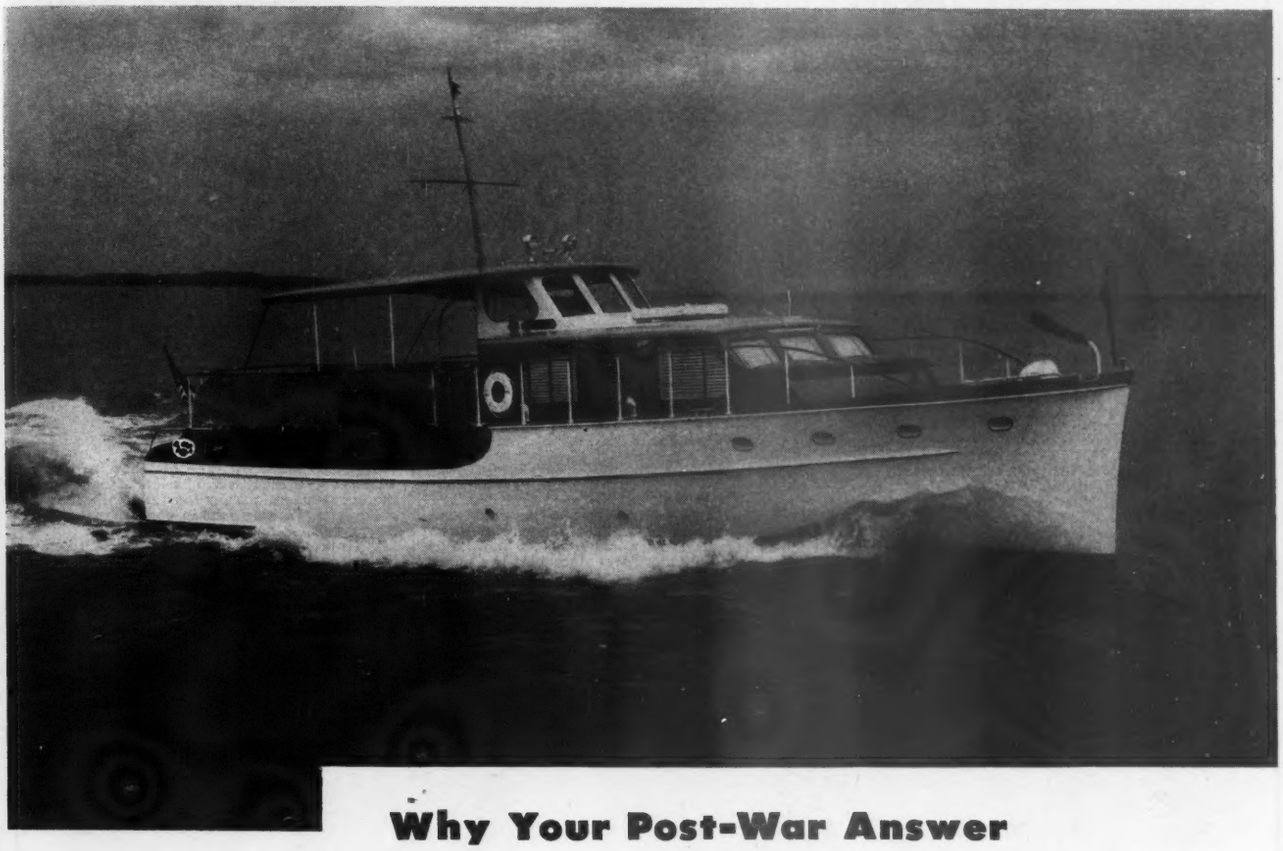

Why Your Post-War Answer Is The New Annapolis "60"

Take a careful look at the "Shangri-La," shown above. She's a 57 foot twin screw Diesel . . . considered by many one of the most luxurious and best arranged yachts of her size ever built.

In the owner's quarters she has three double staterooms, two shower baths, and an extremely large dining salon. Spacious quarters and shower are provided for the crew.

A continuous teak deck, fifteen feet wide, stretches almost the full length of the ship. The hull, of course, is double planked with bronze fastenings. Standard equipment includes hot and cold running water, electric toilets, gas range, electric windlass, automatic fire-fighting system, venetian blinds, etc.

Now, add three feet to the Shangri-La's length. Then add many of the scientific improvements in machinery, electrical equipment and mechanical conveniences developed during the war and you've got the new post-war "Annapolis 60" . . . a superbly designed yacht which will bring custom-built luxury to a standardized cruiser.

The "Annapolis 60" is not a vague, mysterious post-war dream boat . . . still waiting to be designed. It's here, now . . . tested and proven . . . ready to go into production the instant Uncle Sam tells us we can once again build for your fun and relaxation.

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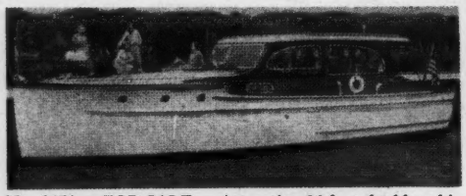
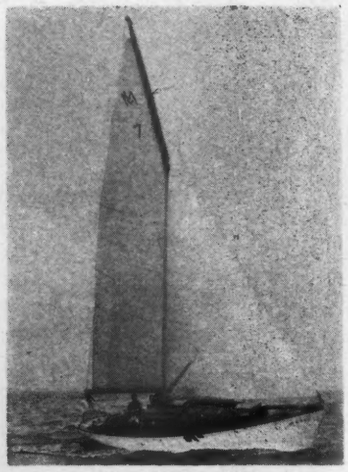
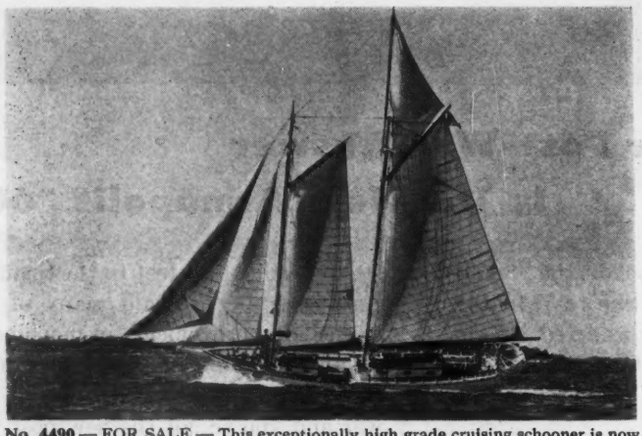
No. 655 — FOR SALE — One of the now well known Alden 655's. Nearly identical to standard Coastwise cruiser. 36′ 5″ x 26′ x 9′ 9″ x 5′ 3″. New 1938. Has been lightly used and well maintained. Has rail and rail cap, teak hatches, Shipmate coal and alcohol stoves. Two suits of Ratsey sails, one never bent on. Has Gray 4-cylinder engine. In commission, Connecticut. Price $7,000.00.



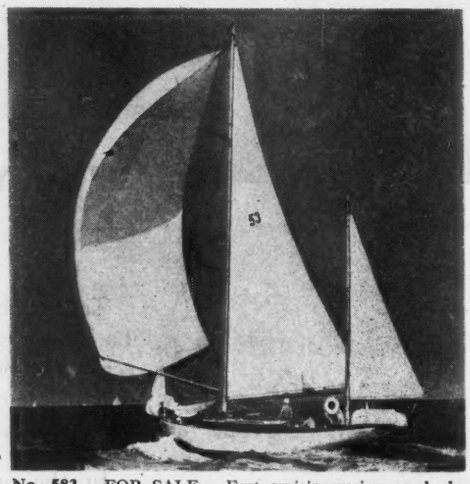
No. 3651 — FOR SALE — Attractive 36-foot double cabin Chris-Craft cruiser, new 1939. Twin screw. Has forward cockpit and some extras. Cost about $8,500.00 and was used three seasons. Laid up under cover since 1941 in Connecticut. Price $6,000.00.



No. 691 — FOR SALE — Malabar Jr., new 1939. 31′ 4″ x 22′ 1″ x 8′ 6″ x 4′ 8″. Has sleeping accommodations for four and full width galley aft. Working sails in good shape, also storm sails, spinnaker, and two Genoa jibs. Has Gray 4-cylinder engine. 6′ 2″ headroom in after end main cabin. Has cockpit cover and tender. Laid up, Rhode Island. Price $4,500.00.

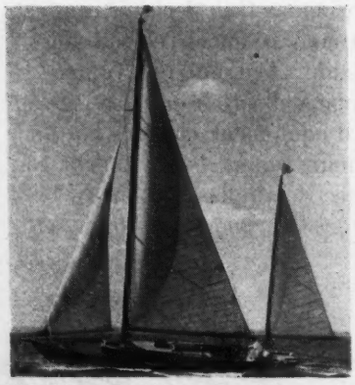


No. 4490 — FOR SALE — This exceptionally high grade cruising schooner is now available for the first time. Designed by M. G. Peterson and built in 1935 by Pendleton for the designer's own use. 41′ 2″ x 33′ 8″ x 12′ x 6′. Heavily and very carefully built. Has been beautifully kept up. Boat stored inside since 1941 and is like new. A fast sailer. Very stiff. Can sail even with or better than most modern boats of her size. Sleeps five including double stateroom. Large galley aft. Lathrop motor and excellent equipment. Laid up near Boston. Price $14,000.00.



No. 583 — FOR SALE — Fast cruising-racing yawl, designed by John Alden for his own use and built in 1937. 44′ x 30′ 6″ x 10′ 3″ x 6′. Has double and single staterooms and two main cabin berths. Large galley. Teak decks, mahogany planking, lead ballast, hollow spars. Very good working and light sail inventory. Second in 1944 Mackinac Race Cruising Class. Inspectable at Milwaukee. Price $9,000.00.

No. 2118 — FOR SALE — Lawley schooner, 64′ x 45′ x 15′ 6″ x 8′ 6″. Very heavy construction. One of the most able cruising boats available. Has had the best of care. Only two owners since built. Flush deck. High bulwarks. Sleeps seven aft and three forward. Full headroom throughout. No engine. Ample room for installation, however, if desired. Good equipment and sails. Laid up in Rhode Island. Price $8,000.00.



No. 672 — FOR SALE — One of the popular Alden Off Soundings yawls. 41′ 8″ x 28′ 5″ x 10′ 6″ x 5′ 5″. New 1938. Has attractive layout with two double cabins aft, galley forward, and good forecastle berth and toilet for crew. Has teak decks, rail stanchions and life lines, and much extra equipment. Full complement working and light sails. New sail covers. In commission near New York. Price $8,000.00.

No. 4497 — FOR SALE — Comfortable cruising cutter, designed and built by Casey of Fairhaven, Massachusetts, in 1929. 37′ x 28′ 9″ x 11′ x 5′ 9″. Sleeps five including a double stateroom. Present rig installed 1935. Has several light sails. Working sails by Ratsey, 1942. Has 4-cylinder Gray motor, new 1937. Laid up in Michigan. Price $4,400.00.

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No. 1284 — FOR SALE — 40′ Sport fisherman, built by Wheeler 1940, powered with two Chrysler reduction gear motors. Accommodations for six, and many extras including outriggers, harpoon pulpit, fishing chairs, Lux system, dual controls. Very complete. *For further particulars, communicate with* YACHT SALES • SERVICE, Inc., 1528 Walnut Street, Philadelphia, Pa.

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Double Cabin Cruiser
Two 160 h.p. Reduction Gear Motors.
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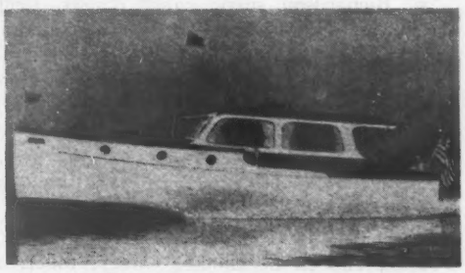
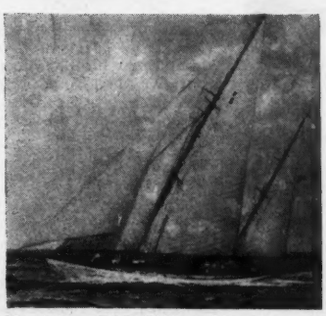


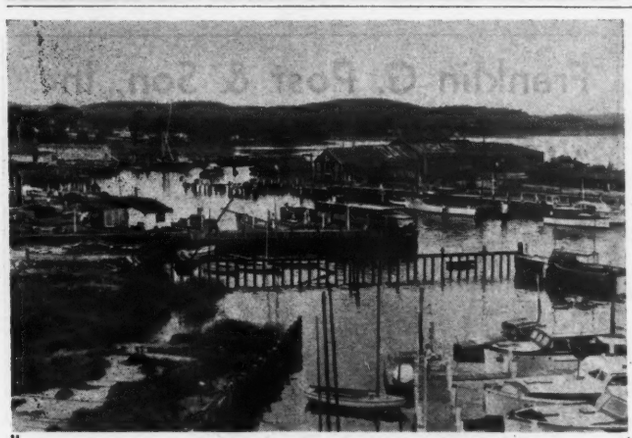
No. 2122 — FOR SALE — 34′ Matthews cruiser, built 1941, powered with two Kermath 110 h.p. reduction gear motors. Comfortable accommodations for four, excellent condition. *For further particulars, communicate with* YACHT SALES • SERVICE, Inc., 1528 Walnut Street, Philadelphia, Pa.



No. 1838 — FOR SALE — 73′ Alden ketch, built by Lawley. Boat in excellent condition, fully equipped with sails by Ratsey. Stainless rigging, electric refrigeration. A splendid offering. *For further particulars, communicate with* YACHT SALES • SERVICE, Inc., 1528 Walnut Street, Philadelphia, Pa.

No. 1488 — FOR SALE — 53′ x 12′ 5″ x 7′ 3″ Alden designed auxiliary schooner, in excellent condition. Accommodations for six and two crew. *For further particulars, communicate with* YACHT SALES • SERVICE, Inc., 1528 Walnut Street, Philadelphia, Pa.

No. 1833 — FOR SALE — 67′ Diesel powered auxiliary yawl, splendid accommodations for six and crew of three. One of the few boats of this type available. *For further particulars, communicate with* YACHT SALES • SERVICE, Inc., 1528 Walnut Street, Philadelphia, Pa.



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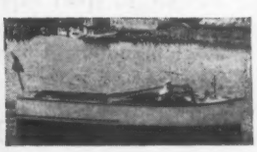
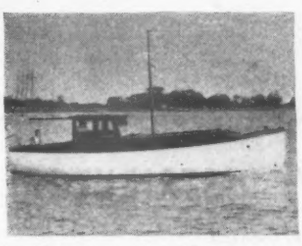
32′ Party and Sport Fishing Boat, Fisherman type hull powered with 40 h.p. Palmer.



25′ Slightly used Post-designed and built Sport Fishing Launch. Heavy construction. Chrysler-Royal motor. Excellent condition.



38′ Heavily built Cabin Cruiser. Accommodations for 8. Hall-Scott motor

Also

47′ Twin-Screw Post-built Cruiser, 45′ Express Cruiser, 47′ heavily built Party Fishing boat, 38′ Chris-Craft hull without motor. 18′ Chris-Craft with new Gray 4-41 motor, one 20′ Dory equipped with 5 h.p. air-cooled Bendix motor with reduction gear and one way clutch, also several other good power and sail boats. All of these boats may be inspected at our yard at Mystic, Conn.

No. 922

26′ Richardson single cabin cruiser, sleeps four, toilet and galley in aft part of cabin, large cockpit with canopy over. Model Richardson .26-3. Gray 51 h.p. motor. Here is a fine little cruiser, in splendid condition. Built in 1939.

No. 923

26′ Deckhouse Richardson, sleeps two in forward cabin, two in deckhouse, Galley, toilet, an ideal family two cabin job. Her condition is "tops." Built in 1937. Ready for immediate delivery.

No. 906

30′ Owens deluxe sedan, powered with 80 h.p. Gray six-cylinder motor. Sleeps four in two cabins, open cockpit aft. Her condition is good, now being put in commission.

No. 916

38′ Matthews sedan cruiser, a sport model, forward cockpit, galley, large aft cockpit. Powered with twin Kermaths. This is a fine 1938 special job. Now being commissioned.

No. 901

38′ Matthews double cabin cruiser. This boat has crew's quarters forward, deckhouse, galley, toilet, large owner's cabin aft, with connecting toilet. She is the standard 38′ Matthews double cabin job; powered with one 150 Kermath. Just completed overhauling.

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38′ A.C.F. sport express cruiser, twin screw, fast canopy over bridgedeck; toilet, galley, twin Gray 110 h.p. motors. A fine fast family cruiser.

No. 921

45′ 6″ Dawn motor yacht, crew's quarters, forward cabin sleeping four, deckhouse, galley and toilet. Aft cabin sleeps two, a three-toilet job. Large aft cockpit, complete in every way. Power, twin Lathrops. A fine family yacht.

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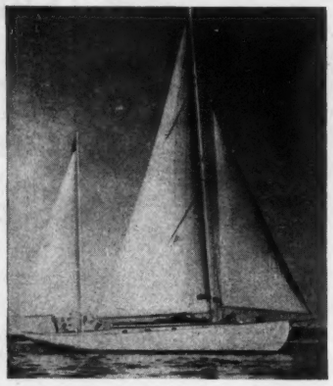
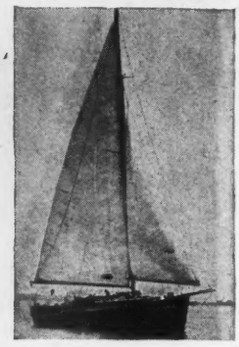
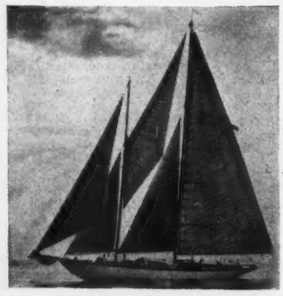


No. 5249 — For Sale — One of the few quality ketches of her size now available. Dimensions 40′ 3″ x 10′ 10″ x 5′ 6″ sleeps five. New sails 1941



No. 5240 — For Sale and Charter — 30′ motor-sailer, new 1938. Sleeps four. 6′ 3″ headroom. Popular type. Able, comfortable cruising auxiliary, now in commission.



No. 4632 — For Sale — 65′ Herreshoff schooner. Beautiful yacht built of finest materials and workmanship. Laid out with one double stateroom besides main cabin. Crew's quarters and galley forward. Sails practically new.

Franklin G. Post & Son, Inc.

Builders of "Seagoin" Boats

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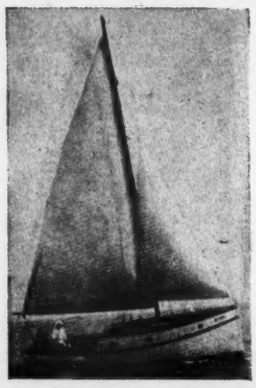
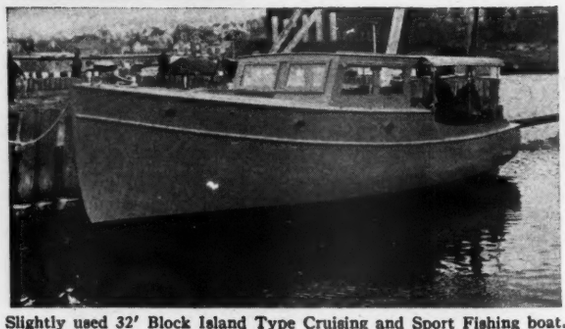


25′ "SEAGOIN" Motor Sailer, slightly used as a demonstrator. Sleeping accommodations for two persons. Enclosed toilet and galley. Excellent sport fishing boat.



Slightly used 32′ Block Island Type Cruising and Sport Fishing boat. Sleeping accommodations for four persons. Enclosed toilet, large galley. Dinette in main cabin. Equipped with fisherman type mast, boom, sails and cockpit awning.

*Boat being offered for sale is exactly like one shown, except that it does not have a deckhouse or helmsman shelter.

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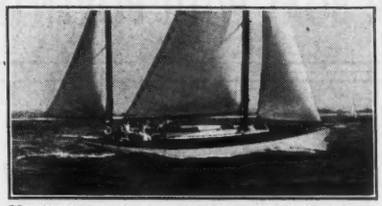

No. Y-8636 — Off Soundings yawl, 41' 8" x 30' 1" x 10' 6" x 5' 5". Built by Casey from designs by Alden. Sleeping accommodations for four aft, lavatory, galley, pipe berth forward. Teak decks, feathering propeller. Lux. SPARKMAN & STEPHENS, INC., 11 East 44th Street, New York 17. Tel. VA 6-2325.

No. Y-70155 — Auxiliary sloop, 31' 4" x 23' 6" x 8' 6" x 4' 7", built in 1940. Sleeping accommodations for three, lavatory and galley. For further information, price and location consult SPARKMAN & STEPHENS, INC., 11 East 44th Street, New York 17. Tel. VA 6-2325.

No. Y-6200 — Auxiliary schooner, 58' 3" x 44' 3" x 14' 4" x 8' 1". Winner of the 1932 Bermuda Race. Three berths in main cabin, double and single staterooms, Ratsey sails. Has been maintained without regard to expense. Consult SPARKMAN & STEPHENS, INC., 11 East 44th Street, New York 17. Tel. VA 6-2325.

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36' T. S. Chris-Craft Sedan	43' Diesel Cutter, new 1942
37' Baltzer Jonesport Cruiser	48' Aux. Sloop, new 1939
42' Consolidated Sport Fisherman	49' Alden Schooner
46' T. S. Dawn Cruiser	41' Alden Off-Soundings Yawl
55' T. S. Diesel Cruiser	43' Herreshoff Ketch

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For Charter in Florida this coming fall and winter season, 70' schooner TONDELEYO with crew of three. Make your reservations now.

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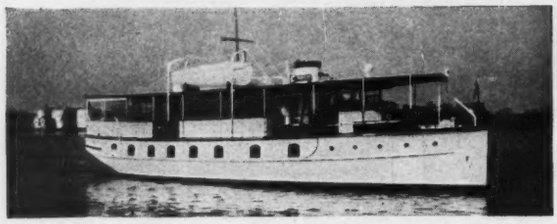

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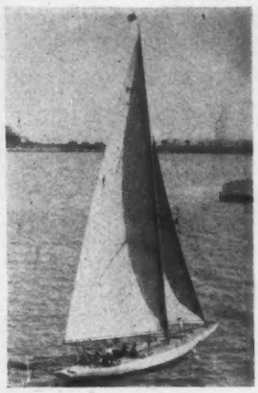

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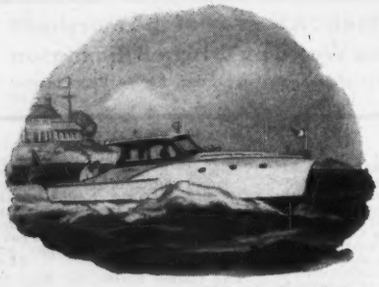

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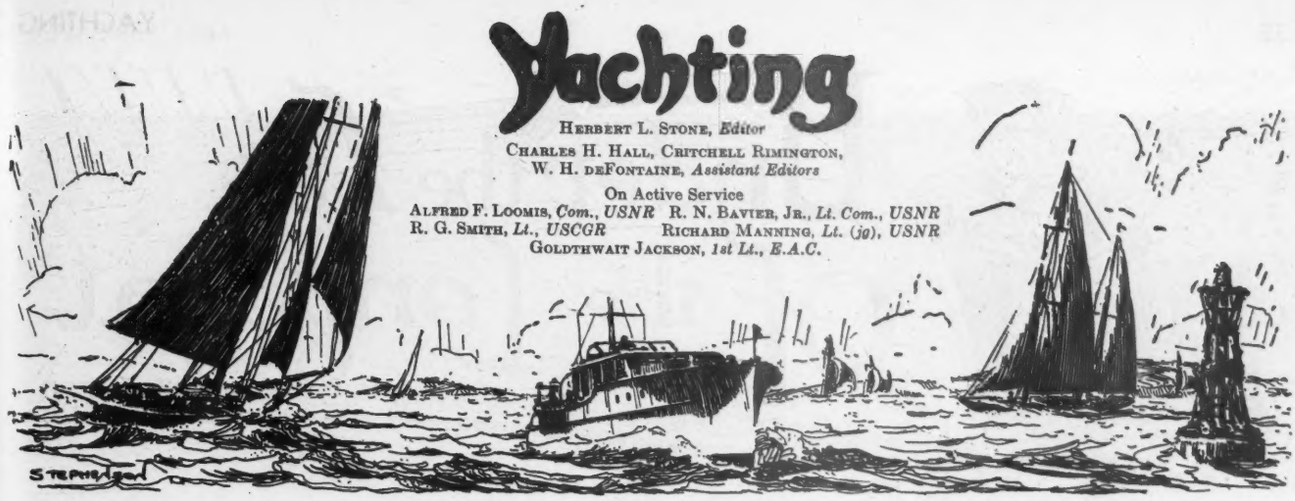

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VOL. LXXVI SEPTEMBER, 1944 NO. 3

"BLACK" GAS?

ELSEWHERE in this issue (see "The Month in Yachting") is given the recent ruling by the Office of Price Administration which drastically reduces the gasoline allotments of pleasure craft propelled by inboard and outboard engines.

It always has been our opinion, as it will continue to be, that nothing of any kind whatsoever should be allowed to impede the maximum war effort. If, as OPA officials have stated, "there just is not enough gasoline available anywhere to more than meet the very minimum requirements of essential civilian demands," then there is indeed a sound basis for further curtailment of gas allowances. YACHTING, however, does take exception to the OPA statement that the new cut has been prompted by "considerable resentment aroused in people who felt the owners of yachts were being accorded special privileges which were denied to others." Such a statement is palpably absurd.

As has been pointed out by a recent bulletin of the A.P.B.A.: "An automobile, during a three months' period, gets enough gasoline to operate for about 20 hours and can run for about 400 miles. The average motor boat, on the other hand, is allowed only 2 gallons of fuel per horse power and has a maximum allowance of 125 gallons for a three months' period. On this it can cruise only a distance of less than 200 miles and can operate for about 20 hours. From this it can be seen that on the basis of a year's operation, the automobile will get nearly four times as much running as the average motor boat. It is further pointed out that all of the motor boats in use will consume less than one-quarter of 1 per cent of the gas used by 'A' book holders."

During the past months, summer resorts, race tracks, beaches and other recreational centers have done a land office business and, as a result, the parking lots, side streets and vacant lots of such locations have been crowded with cars parked hub to hub and bumper to bumper. Could it be that such automobiles are fulfilling "the requirements of essential civilian demands" and that their drivers are those who have expressed the above mentioned "resentment?"

Would it not be of greater benefit for the nation at large if the OPA were to stop jousting with windmills, to stop using minority groups as an alibi, and to go to the heart of the problem — *black gas?* If there is a critical shortage of gasoline, let the powers that be immediately prohibit the use of gasoline for any recreational purposes whatsoever. On the other hand, if the situation is not as bad as all that, why single out the smallest consumer unit — the boat owners — to serve as the victims?

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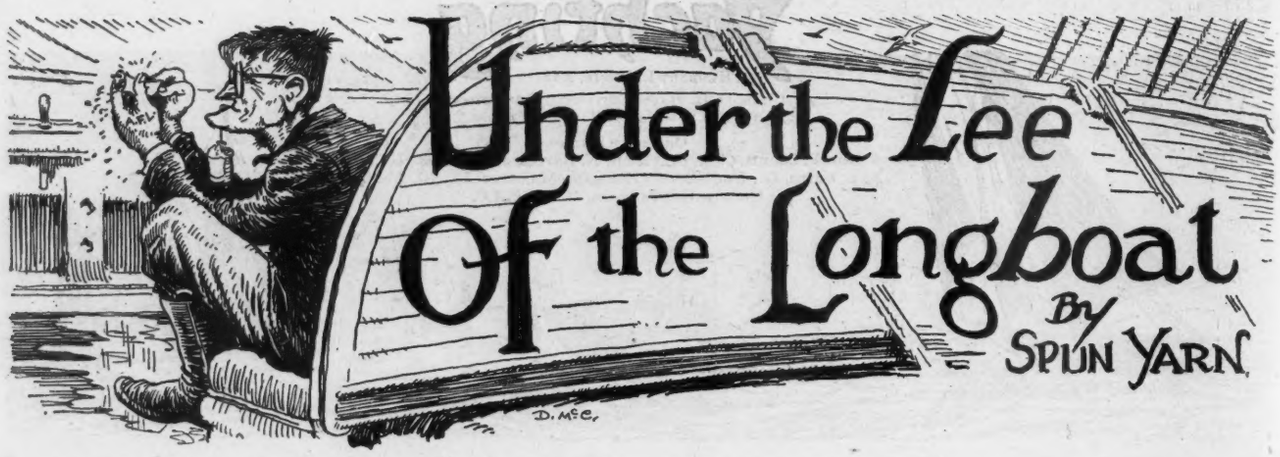


Under the Lee Of the Longboat

By Spun Yarn

WELL, I'm afloat again, in a manner of speaking, after all these years. By which I mean that while I'm stationed ashore I at last have a sail boat in which to invite my soul — if I have a soul. Anyway, I have a dinghy, and the dinghy, realizing, no doubt, that my ears have grown accustomed to the chug of Diesel motors, permits her centerboard to shudder in the trunk and set up a reminiscent noise. Thus the tremendous gap between power and sail is narrowed for ears that are beginning to hear again. They are engaging sounds that I hear — the throaty gurgle of the wake as it eddies against the dinghy's counter, the slap of the waves against her plywood topsides, and, of course, the expletives of the crew as spray strikes his bare back and runs down inside his pants.

My sense of touch has also come to life. For countless thousands of miles, I paid little or no attention to the caress of the air currents on my face and neck. In a mine sweeper of the coastal type, the wind is almost always ahead. On a YMS, the flying bridge is so screened and Venturied and modernized that the breeze rarely touches you, and informs you falsely when it does. So the skin renounces its primary purpose of telling the seafarer the direction of the wind. But now, in my little dink, the wind means something — in fact, it means everything — and the telegraphic titillations of my cheeks and shoulders tell me how it is blowing.

I'm not prepared to say how this furthers the war effort. I thought I had a case when I took an enlisted man for a sail the other afternoon and remarked that there was no telling when the difference between windward and leeward might be important to him. This was after I had cautioned him to slide over to windward as we tacked. He had slid the wrong way and almost ditched us. I continued, as he turned to with the bailing can: "You see, you might be torpedoed any time after leaving this station, and it would be extremely helpful if you knew the rudiments of sailing." "I was torpedoed once," said he. "Oh, and did you get into a sail boat?" I prompted him. "Yes, sir; but they started the motor and took us right over to a rescue ship." It's a wonder I hadn't thought of that possibility.

Sailing having put me in a somewhat nostalgic mood, I looked in my old cruising log to see what I had written about the most delightful of all the delightful anchorages in the Chesapeake. Notice that I'm not naming it. Under date of October 9th, 1941, I found: "Returning aboard late in the afternoon we got under way and entered the finest anchorage yet. The entrance is 50 feet wide and 12 feet deep, and inside is a circular basin 100 yards in diameter with about 6 feet at low water. I'm told that the man who owns half of this secluded spot was once offered $10,000 for his share. He told a colored boy to fetch a wheelbarrow full of earth and give it to the prospective buyer for his $10,000. The cove is surrounded almost equally by a wooded bluff and by open, rolling fields, with a fringe of trees lining the shore. There are oyster boats moored to stakes, including one dugout with tall, unsupported mast. It is a lovely, moonlit night, whose silence is broken only by an occasional plane passing far overhead. It seems like the lull before the storm of war." Well, last night in my little dink I ran before a gentle breath of air. Looking up I saw not only moon and fluffy clouds and stars, but the amethyst blue flames of the exhausts of the heavy bombers as they passed seaward. It was an interlude in the storm of war, and I don't mind saying I liked it.

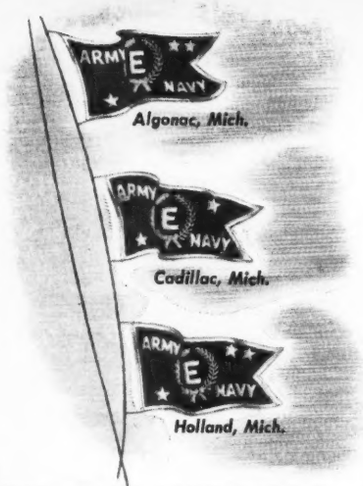
Some of you who would rather I'd shut up than continue these rhapsodic flights of fancy will be interested in the dinghy itself — or herself, as Chas Hall always makes me say. She is sired by Phil Rhodes who has at last had his chance to design a boat for me, and is one of the justly famous Penguin Class. The plans were given me by Ralph Youngs, secretary of the Penguin Association, and I brought them in my sea chest, along with sail, wire, and hardware purchased from Skaneateles Boats. After I had been in my new berth long enough to make it appear that I am not inordinately interested in unwarlike pursuits, I handed the plans to the SeaBees, and before I knew what was happening the dinghy was in frame. From somewhere came plywood that had been intended for flooring; and in another mysterious cache there happened to be enough copper nails for the fastenings. The mast was hand-hewn from a spruce 4" x 4", and the sail tracks on mast and boom were fashioned from I-shaped metal strips that are more conventionally used to clinch sections of plywood together.

Eagle-eyed Penguin owners will note reference to the sail track on the boom and draw the correct conclusion that my sail is not a loose-footed one. It was intended for a dinghy of the Gosling class, and it was what I could get in a hurry when I left the States. It's not the only item that bars *Red Goose*, as I call her, from the Penguin Class, as she is heavier than specifications in nearly every particular of her construction. Frames, thwarts, keel, floor gratings, and gunwales are all of oak — the oak having been salvaged from dunnage brought ashore from cargo ships — and the plywood is ½-inch instead of ¼-inch. So what kind of a sail boat is it that weighs at least 25 per cent more and carries 10 per cent less sail than the designer intended? A damned good one, considering the normal strength of the wind in these outlandish parts. Pretty soon, if the SeaBees aren't wafted away to work of more warlike nature, we'll have a competitor for *Red Goose*, and an opportunity to decide who fouled whom in their sorties around the mooring buoys.

A kind friend in the navigation branch of the air transport business (which is where I should have been if the Navy had wanted to make me thoroughly happy — and scared to death) has loaned me a bubble sextant that is provided by the Bureau of Aeronautics to flyers as part of their abandon ship equipment. It not only is the simplest and most satisfactory navigation gadget I ever saw but it is accompanied by a 63-page brochure which makes the art of position finding simpler than falling off the proverbial log into a shark-infested sea. The booklet is put out by the Nautical Almanac Office of the U. S. Naval Observatory and so may be considered authentic. It contains a descrip-

(Continued on page 104)

Chris-Craft 26-ft. Super Deluxe Cruiser



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A Liberty ship and two captured Japanese sampans discharge and load cargo at an unnamed advance base

From a painting by Dwight Shepler, Lieut., USNR

YACHTING

Volume LXXVI SEPTEMBER + 1944 Number 3

Official U. S. Coast Guard painting by Lieut. Hunter Wood, USCGR

"It was the sort of day that made all hands wish that they were down at the local yacht yard outfitting their own boats for the coming season."

From a painting by Dwight Shepler, Lieut., USNR

HEAVY WEATHER IN THE OFFSHORE PATROL

Many Are the Lessons Which Have Been Learned in Year Around Sea Duty

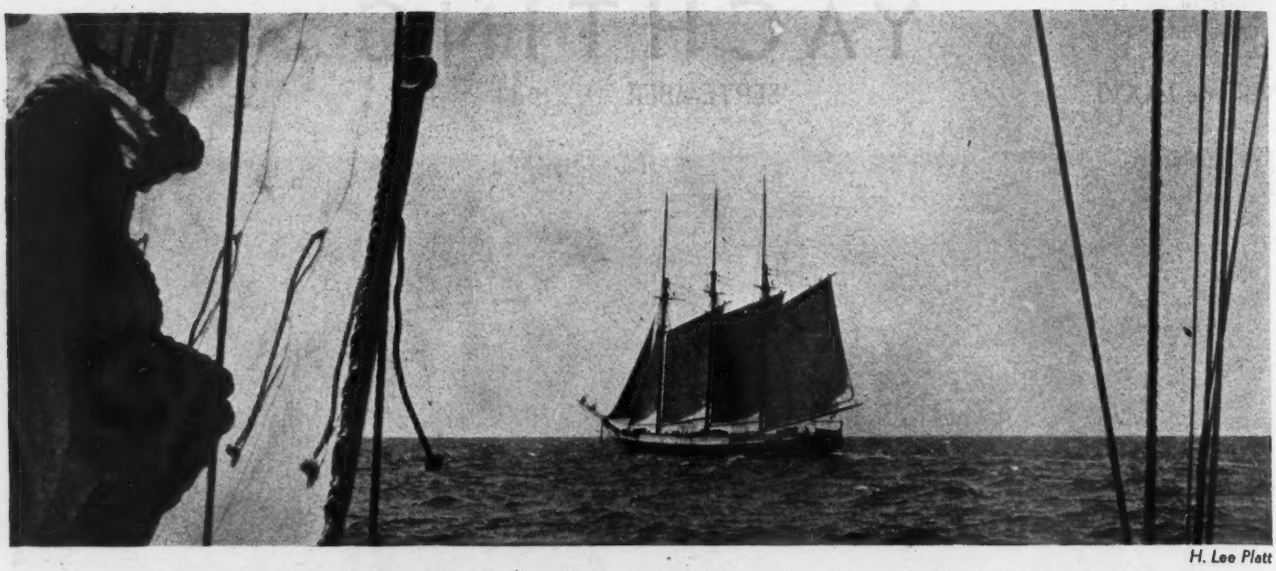
By H. LEE PLATT, C.B.M., USCGR

IT WAS a warm day in early spring with a light breeze out of the east. The boys who made up the crew of the Coast Guard schooner "on station" some 60 miles off the New Jersey coast were congratulating themselves on having weathered another winter in the Offshore Patrol, and were lying around on deck enjoying the first decent weather they had seen in six months. It was the sort of day that made all hands wish they were in their home ports poking around their homes or down at the local yacht yards outfitting their own boats for the coming season.

The mate was bemoaning the fact that his oyster sloop had been laid up for two seasons and was badly in need of repair. A Snipe sailor was trying to convince a member of the Star Class that for racing you could not beat a centerboarder. Several of the crew were making squareknot handbags of the worst possible design and colors to present to some unfortunate girl back home. Two of the more industrious hands were busy chipping and painting the anchors and windlass up forward. All hands agreed "that after the war none of them would ever be caught out in this part of the ocean," except twice a year going south and coming back, or maybe, as an afterthought, once or twice in an ocean race.

Along about noon, a large three-masted schooner came slipping down the coast. After looking her over through the glasses and noting that she was in excellent shape for her type and that she was sporting new canvas, we hoisted our main and jib and ran down to see what we could do against her in an impromptu race. Our 60-foot schooner seemed small and unseaworthy alongside her 200-odd feet and I, for one, wished that I were in her. She soon outdistanced us so we beat back to the weather edge of our grid and snugged down for the night.

That evening the barometer started to drop and the wind began to pick up. It increased all through the night but did not seem like a bad blow. We had been through so many that it was just passed off as "another good night to be ashore." It continued to blow fairly hard the next day but dropped off along toward sunset. The following day, our patrol being over, we made all sail and, with a nice steady westerly breeze, proceeded back to our base. The newspapers for the day after the storm bore headlines: GALE STRIKES JERSEY COAST. MUCH PROPERTY DAMAGE. WINDS UP TO SIXTY MILES PER HOUR. Later, I learned that a three-masted schooner had foundered the night of the storm and that only two of the crew had been saved. We checked the name with that in our deck log and were amazed to find that they were the same.



H. Lee Platt

"Along about noon, a large three-masted schooner came slipping down the coast. Our 60-foot schooner seemed small and unseaworthy alongside her."

I think it was about this time it began to dawn on us that, with the training we had been getting and with a sound boat, sea room, and above all a crew which could keep its head, there was little that could bother us in the open sea. The object of this yarn is to tell of the various methods that we worked out and learned to use to assure safety at sea in the two different types of sailing craft in which we were stationed during the eighteen months of the Patrol.

During the first summer and winter, we went offshore in a cruising schooner of 1923 vintage. She was well built and designed for her day, and had done well in an early Bermuda race. She was fortunate in having had owners who took the best of care of her, and she had been extensively rebuilt several years before coming into service. In an effort to modernize her and give her a chance against the more modern ocean racers, she had been rerigged with a new main stick and a jib-headed mainsail. She would, in my opinion, have been a much finer sea boat under her original gaff rig, as the taller spar seemed to cause her to lose her sense of balance while adding little to her sailing ability.

The schooner's over all length was 62'2", while she was only 42'8" on the water line. She had a beam of 14'2" and a draft of 8'11". While she had a beautiful bow, the considerable overhang showed up badly in the stern which was quite flat and hence would pound when hove to in even the lightest airs. This was her worst fault and many a night I would feel the whole ship shudder as she spanked the water after every sea. When hove to almost broadside to the wind and sea, she could not be coaxed up into the wind more than a point or two from that position. However, in a good blow and in this position and with little canvas aloft, she would heel over until her lee rail was awash and lie there, except for her pounding stern, as steady as a church.

"The war has taught small boat owners that winter cruising can be pleasant if the boat and crew are properly equipped for it."

H. Lee Platt

After many experiments, we found that the schooner hove to best under a small flat trysail hoisted on the main halliard and attached to the mainmast with the usual slide and track method. Along the foot at the tack the first two slides were removed and replaced with toggles as it was here that the greatest stress seemed to come. A small jig was at times bent to the tack and led forward to ease the strain on the track. Double sheets in the form of jigs or tackles were shackled into the clew and led aft to the port and starboard rails. The trysail was then sheeted as nearly amidships as possible by taking up on the weather sheet. The original trysail that was designed for her as a yacht was found to be too large and baggy and a small one, hardly more than 12 feet on the hoist, was made to take its place.

Forward, a small flat loose-footed staysail was sheeted to windward; again the original storm staysail was too large and baggy and a small one, about eight feet on the hoist, was used. In heaving to, the wheel was first put hard down and then eased up a spoke or two; this allowed her to keep a little headway which, combined with the drift to leeward, tended to make the motion below a little more comfortable.

When hove to in a fair breeze, the schooner would forereach and drift to leeward from one and a half to two miles in an hour. Thus, if the wind were from the east, she would head N by E and drift about NW. By jibing every four hours, it was possible to control the north-south position, but the possibility of drifting down onto a lee shore was always present and was the worst worry connected with this rig.

Our only means of combating this drift was to hug the weather edge of our grid at any signs of bad weather. Once, in a blow out of the east, we drifted dangerously near to the New Jersey coast and, since the schooner would not move or go to windward at all unless under all lowers, it was necessary to drop the trysail and hoist the double-reefed main, foresail and jib, leaving the storm staysail up. Under all this canvas in a good winter storm, she naturally had her lee deck awash up to the hatches but still we did little more than hold our own and it was not until 12 hours later, when the wind veered, that we were able to sail clear. If any of the sails or gear had carried away, we would have been in a most unfortunate position.

One of the worst jobs caused by the schooner's rig was getting in the jib on her long bowsprit. To be called out of a warm bunk

(Continued on page 92)

SEPTEMBER, 1944

"THE MACKINAC"

Chicago-Mackinac: 31 Yachts Make Slow Time in 1944's Longest Race

By W. H. de FONTAINE

A FINE sailing breeze greeted the yachts that assembled on July 15th for the 37th annual Chicago-Mackinac Race; in fact, there was, perhaps, a little too much wind at times and hopes ran high that fast time would be made on the Lake Michigan long distance classic. It was a close reach on the port tack with boisterous gusts sweeping out from the shore to send the contestants along at a fast clip as the 31 yachts (11 more than last year), representing 11 yacht clubs, got under way for their destination, 333 statute miles up the lake. The Universal Class got away at 1:00 o'clock with nine starters coming to the line. At 1:30 p.m., Class D of the Cruising Division, with seven entries, got away and was followed at 2:00 by the three yachts of Class C (in the same division). The five in Class B followed at 2:30 and the seven big fellows in Class A started their long pursuit at 3:00 o'clock.

Included in the fleet that came to the starting line were four former winners in the contest sponsored by the Chicago Y.C., *Hope* having won the coveted prize in the Universal Division in the years 1936 and 1938 and *Falcon II* (in the same division) in 1942. In the Cruising Division sailed *White Cloud*, winner in 1942, and *Lassie*, last year's victor, so that there was plenty of stiff competition for all hands.

In the Universal Division, the scratch boat was *Lively Lady*, a 73-foot schooner, owned by William Dickey, of the Kenosha Y.C.; in the Cruising Division, scratch boat was the 76-foot schooner *Jacinta*, representing the Chicago and St. Joseph River Y.Cs.; under the flag of Albert Veeder.

Winner of the coveted Mackinac Cup, for the best corrected time in the Universal Division, was *Falcon II*, skippered by Clare Udell, and the honors in the Cruising Division went to *Bangalore Too*, under the joint command of Lumbard and Kinsey, who took the Chicago-Mackinac Trophy which, according to custom, is alternated from year to year with the Mackinac Cup, as the trophy for the two divisions. Other winners were *Tarbaby*, owned by Hugo Griffin, in Class A of the Universal Division, while *Falcon II* was first in Class B as well as the winner for the second time in three years of the Mackinac Cup. In the Cruising Division, first prize in Class A went to Kenneth Stanford's *Hostess II;* in Class B, first honors were taken by *Bangalore Too*, in addition to winning the Chicago-Mackinac Trophy. The winner in Class C was *Lassie*, the Lawries' slippery cutter, which repeated her victory in last year's race. *Duchess*, Hobart Olson's little sloop from Milwaukee, the smallest yacht in the race, took first place on corrected time in Class D of the Cruising Division.

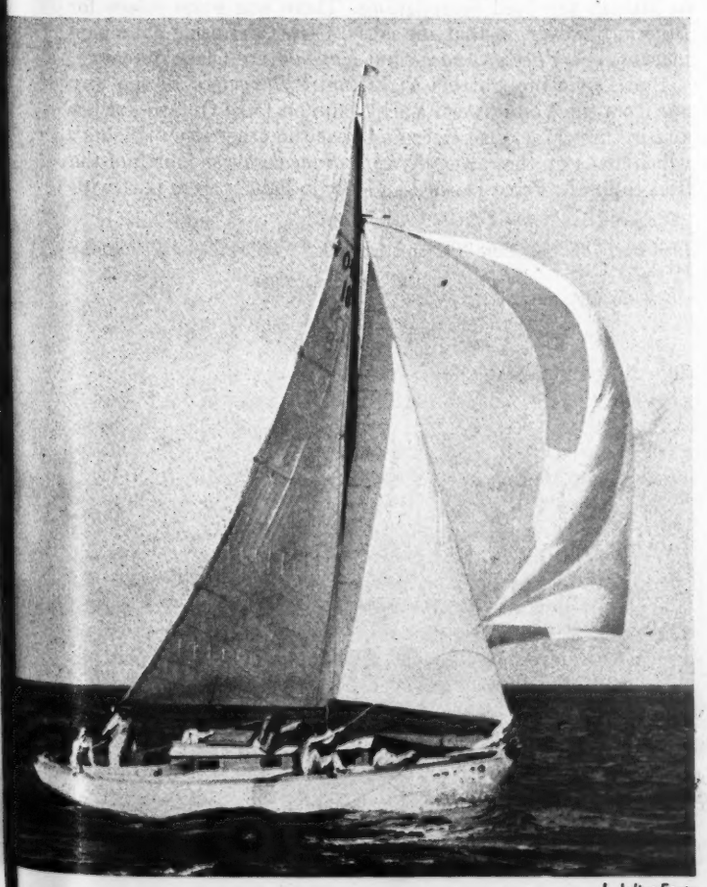
E. L. Lumbard's and J. D. Kinsey's "Bangalore Too" goes over the line. Sailing in Class B, Cruising Division, she won the Chicago-Mackinac Trophy besides taking first place in her class

In addition to the above, *Falcon II* won the Fred A. Price Memorial Trophy for the Class B winner while Hugo Griffin's *Tarbaby*, representing the Chicago Y.C., walked away with the Ogden Trevor McClurg Trophy as the winner in Class A of the Universal Division. The Old Timer's cup went to *Hostess II* for taking first place in Class A of the Cruising Division.

* * *

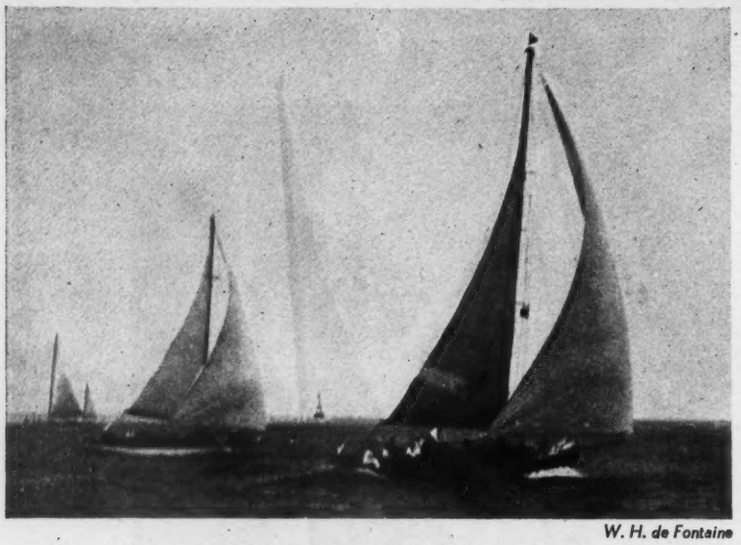
In the briefing of the skippers, at the Belmont Harbor Clubhouse, on the night before the big event, it was stated by Harold Ashton, chairman of the hard working race committee, that this would be the longest yacht race in the world in the year 1944.

It was your correspondent's good fortune to be a member of the crew of Bob Benedict's yawl *Southern Cross* and my curiosity was aroused by the 30-minute interval between the starts of the various classes. It was explained to me by my host that the purpose of the unusually long period was to attempt to give the smaller starters the best breaks possible, in the hope that all contestants would experience approximately the same weather conditions for the course. This year it worked out pretty well, for all the yachts made about equally slow time, none of them, apparently, having benefited by any lucky flukes of weather. There may be a thought here for the committees that run long distance events such as the Bermuda Race, the Gibson Island Race, and others.



J. Julius Fanta

Winner in her class for the third time was "Duchess," which sailed in Class D of the Cruising Division. Owned by Lieut. Susan H. Olson, USNR, of the Milwaukee Yacht Club, she was skippered by Hobart Olson, veteran of twenty Mackinac races



W. H. de Fontaine

At the right is "Lassie," first in Class C of the Cruising Division. She is owned by W. H. and U. J. Lawrie

Hardly had Class A crossed the line before the wind hauled ahead and dropped to a mere zephyr with the result that the fleet was soon spread out all over Lake Michigan. As darkness fell, and we on *Southern Cross* commenced to stand our regular watches of three on and six off, the yacht was close hauled on the port tack and was working slowly over toward the eastern shore of the Lake. The wind continued to head us so that we finally came about and were almost able to lay our course on the starboard tack. During the early evening watches the wind, which was now about NE, freshened nicely and, with the genoa set and the rail down, we were reeling off the knots most encouragingly. Unfortunately, this condition was short lived for, in the early morning watch, the wind dropped out almost completely and sail drill really commenced. It was down genoa, up spinnaker, up mizzen staysail, down spinnaker, up genoa for the next couple of hundred miles. In fact, it got so that we made up a song about the spinnaker (it wasn't a very good song and it was to the tune of *Mademoiselle from Armentieres*) but it amused us at the time and relieved the monotony of stopping up the big spinnaker and breaking it out again at frequent intervals. At least no one can truthfully say we didn't try.

When Alf Loomis sailed this race with Bob Benedict in the years before the war he made a wisecrack about the Lake Michigan sailors taking cross bearings on car ferries and lake steamers to ascertain their positions and, by golly, it's true. And why not, when you come to think about it. Certainly a Bermuda Race contestant would not scorn to check his course against that of the *Monarch* or the *Queen* — that is, if he happened to be near enough the rhumb line to see 'em. But Herb Gaetjeans told me to tell Alf that they have another fix, now that the air lines are flying regular routes across the big body of water. Just to keep his hand in, as well as to check our dead reckoning Herb, who was our navigator, got out his sextant, dusted the cobwebs off the vernier and took a sun sight which, fortunately, located us, much to his satisfaction, in the middle of Lake Michigan.

Sundown, Monday evening, found us closing slowly with the eastern shore off Point Betsie and all hands trying to pick up the illusive hump of the Sleeping Bear. Several other contestants were in sight but so far off that their identity could not be determined. As darkness fell, we entered the passage behind the Manitous — and ran completely out of what little air there was stirring.

Old-timers will tell you that in Manitou Passage anything may be expected of the weather, from a flat calm to a howling gale — and at a moment's notice. It was in hopes of such a break that our skipper (who has sailed so many Mackinac Races that he has lost count) took us into that area. Luck was not with us, however, and we continued our

(Continued on page 110)

Port Huron-Mackinac: 23 Out of 27 Starters Staged a Seesaw Battle in Varying Weather

By GEORGE E. VAN

ZEPHYRS out of the southwest meandered over the Straits as *Manitou* poked her nose towards the bluff that forms the eastern end of Mackinac Island. *Vitesse* was out in mid-channel and *Blitzen* was in third position over under Round Island. There was less than a half-mile distance between the three as they lay seemingly painted on the water while the sun burned away the haze of the July morning. The finish line was a rifle shot away but miles to the crews in that aching tension. Then *Manitou* began to move alongshore. She had a little air. Ten minutes later, she had enough to enable her to tack without losing headway, a maneuver necessary to clear a stone breakwater jutting out of Mackinac Island. She went across the line to get the gun as the first of the 27 starters to finish the 1944 Port Huron-Mackinac Race. It was rather fitting that Jimmy Grove's 64-foot yawl should have this honor inasmuch as she had led the fleet all the way up to Mackinac Island. Her elapsed time for the 250 miles was 43:08:19.

Manitou got her gun at 9:08:18 a.m. *Vitesse*, New York "32," was second boat to finish, crossing at 9:12:55 a.m. *Blitzen*, sailing in her first Mackinac Race, drifted over at 9:29:45 a.m. The 56-foot cutter, owned by Ernie Grates and Murray Knapp, had been second in the fleet all the way until *Vitesse* sneaked by her two miles from the finish.

Just after this happened, *Blitzen* tacked in under Bob Lo Island, picked up a private breeze, and for a time it looked as if she'd be the first boat in. She was plowing along at five knots while *Manitou* and *Vitesse* were drifting. But *Blitzen* was hung up with no air after she came up under the lee of Round Island.

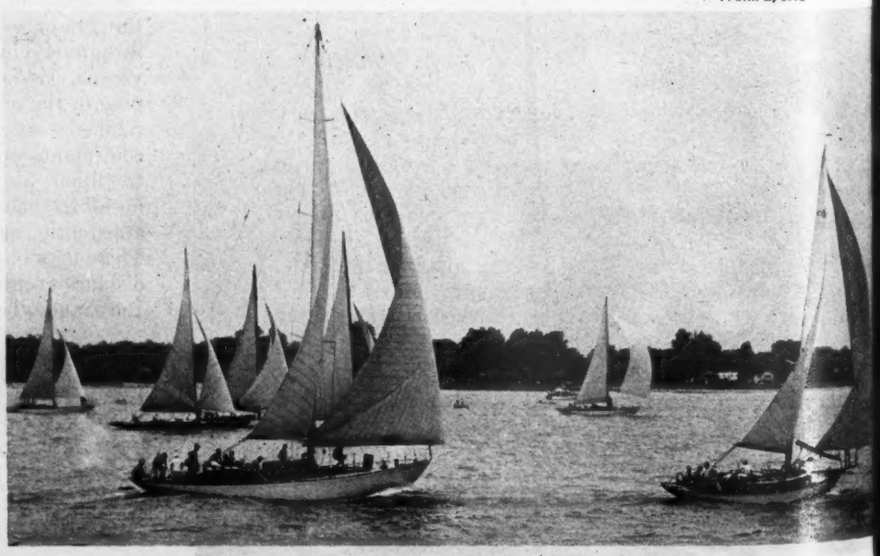
Vitesse, with her high handicap, was an easy winner of the race on corrected time. Wilfred ("Toot") Gmeiner's *Apache*, also a New York "32," first to finish and the 1943 winner, was the next cruising class boat in, getting her gun at 11:03:31 a.m. and moving up into second place behind *Vitesse* on corrected time.

"Stu" Rackham, sailing the 44-foot cutter *Kathmar*, came in early enough to pass both *Blitzen* and *Manitou* in the corrections to take third. Thus *Blitzen* ended in fourth place and *Manitou* in fifth in the final compilations. There was some solace for *Blitzen*, however, in that she is the Class A cruising champion inasmuch as *Vitesee*, *Apache* and *Kathmar* are Class B boats.

Bud Doyle brought his Eight-Metre *Bangalore* all the way out from the Youngstown Yacht Club on Lake Ontario for her and his first Mackinac Race and beat the other four "Eights" which made up the racing division. *Bangalore* was fourth of the fleet to finish. Perce Darnell and Clyde Palmer were next with

The start of the Port Huron-Mackinac. "Blitzen" and "Stormy Petrel" are in the foreground

Frank Lyerla



Frank Lyerla

"V" for "Vitesse's" victory in the Port Huron thrash. Clete Welling, owner and skipper, is third from left in the back row

Pintail but not far ahead of Dick Swegles' *Warrior*. The other "Eight" was *Rangoon*, from Bay City, owned by Ed Blais and Dan Zeder.

Six boats sailed in the small cruiser division and Hank Burkard's 32-foot cutter *Meteor II*, a Hanna-designed double-ender, with the highest handicap in the fleet furnished the surprise of the race by finishing second in her class to Andy Langhammer's *Rambler VI*, the favorite. *Meteor II*, however, had a corrected time of 54:23:36 against *Rambler's* 57:45:52 which put the latter, winner a year ago, in second place.

\+ + +

To go back to the beginning. *Vitesse* got the start with *Apache* right behind her. *Manitou*, however, hit the line in good order with everything pulling on that sunshiny Saturday afternoon off Gratiot Beach in Lake Huron. It was *Manitou's* weather. She could wear that mizzen staysail and she did.

Skipper Grove stuck to a ballooner while many other boats tried to carry spinnakers in the 15-mile beam wind out of the west. *Bangalore* held on to her big kite the longest. She sailed well out into the lake to keep it filled but, even so, she was not far off the rhumb line. Most skippers in the Mackinac Race play the Michigan shore closely looking for wind.

Manitou was moving away all the time and we in *Blitzen* were groaning, hoping for a shift. It was our only chance to stay with *Manitou*. At Sanilac, 30 miles from the start, *Manitou* was several miles ahead while *Blitzen* was sharing second place with Leon Temple's 52-foot schooner *Astrea* which was making hay with her balloon fisherman. It was good going for the schooners and yawls. *Manitou* was up to Harbor Beach, 60 miles on in the race, in a little more than 6 hours, and a half hour ahead of *Blitzen*. Here the wind went into the northwest and the honeymoon was over for the mizzen and balloon staysails.

Most of the bigger boats and all of the racing class had Harbor Beach behind them by sundown on Saturday night. There was good wind until midnight and it was about then that the breaks which make all Mackinac racing something of a gamble started to take shape.

Vitesse was well back in the pack and not doing too well. Charley Buysee's 44-foot cutter *Last Straw*, a Fishers Island Class, had both *Vitesse* and *Apache* well astern as the fleet moved across Saginaw Bay. Here *Vitesse* tacked well into the Bay while most of the fleet went out near, or beyond, the steamer channel which is directly on the course to Mackinac. *Manitou* also stayed in Saginaw Bay but *Blitzen* and *Bangalore* went more than ten miles to the east of the steamer course. *Blitzen* was moving all night in the light airs and her crew cherished the thought that the "32's" with *Kathmar*, *Manitou* and the rest, were sitting like dead ducks in flat spots in the Bay.

But this was wishful thinking. On Sunday morning, the breeze piped up to 25 and 30 miles out of the northwest — right on the button for *Blitzen* but the yacht she converged with as she came up under Thunder Bay Island was *Vitesse*, which had reached out of the Bay. *Rangoon* wasn't far behind *Vitesse* at this juncture. *Manitou* had Thunder Bay Light, 90 miles from the finish, abeam just before noon, Sunday. Here the wind lightened and the big yawl clawed her way up past Middle Island to Presque Isle. She spent more than six hours making the 15-mile run between these two spots. As she went around the corner at Presque Isle, *Manitou* could see *Blitzen* and *Vitesse* coming up fast under spinnakers. The leaders reached from Presque Isle to the foot of Bob Lo Island on a fast ride all Sunday night. The 8-knot pace we had on *Blitzen* petered out as dawn spread over the Straits of Mackinac. The first look-see gave us a lift; there was *Manitou* not more than two miles ahead.

But who was that over there near the foot of Bob Lo? We didn't need glasses to make out *Vitesse*. And she was reaching along in the morning air while *Blitzen* was pretty close on the wind. We hadn't shaken her off during the night, as we had figured, and by holding on to the Michigan shore as the wind lightened out in the Straits, *Vitesse* had even picked up a better breeze and made up much ground.

Her crew had done a superb job. *Vitesse* had one of the best wind-smellers on the lakes in Joe Snay, and the rest of the outfit aboard — Carl Meurer, Ken Green, Clarence Shaw, Avery Macklem, Jim Armour and Dr. R. D. Ament — made up an efficient crew.

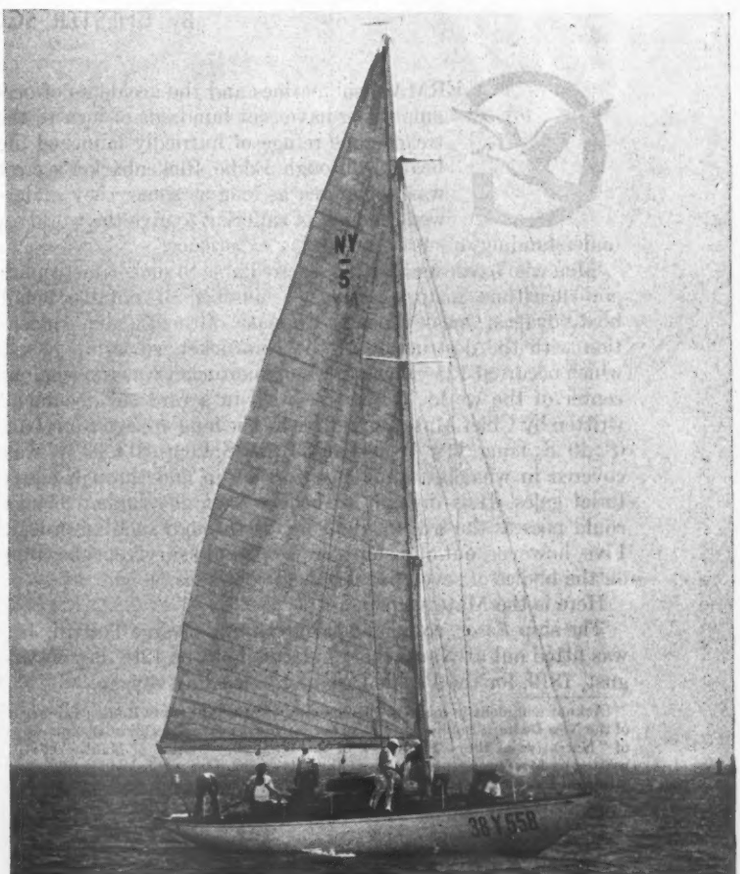
Two maneuvers — that Saturday night tack into Saginaw Bay and sticking to the Michigan shore early Monday morning — had paid off in the glory of a Mackinac Race victory for *Vitesse*.

It was a good Mackinac Race and a good sail. A lot of the boys will be talking about the what-might-have-beens until the next one comes along. For instance, Stu Rackham's cutter *Kathmar* was in the money and her crew figured that with her big handicap she'd win. Then she ran out of air and squatted for seven hours off Bob Lo Island, 12 miles from the finish.

Charley Buysee's *Last Straw* had the "32's" tucked away until she got lost in light airs off Saginaw Bay. Dick Swegles' *Warrior* led the other "Eights" each night but lost to them in the light airs during the day. *Warrior* was the only yacht in the race with a girl member of the crew. Doris Nevins sailed as a helmsman with her husband, Les Nevins, a light canvasman.

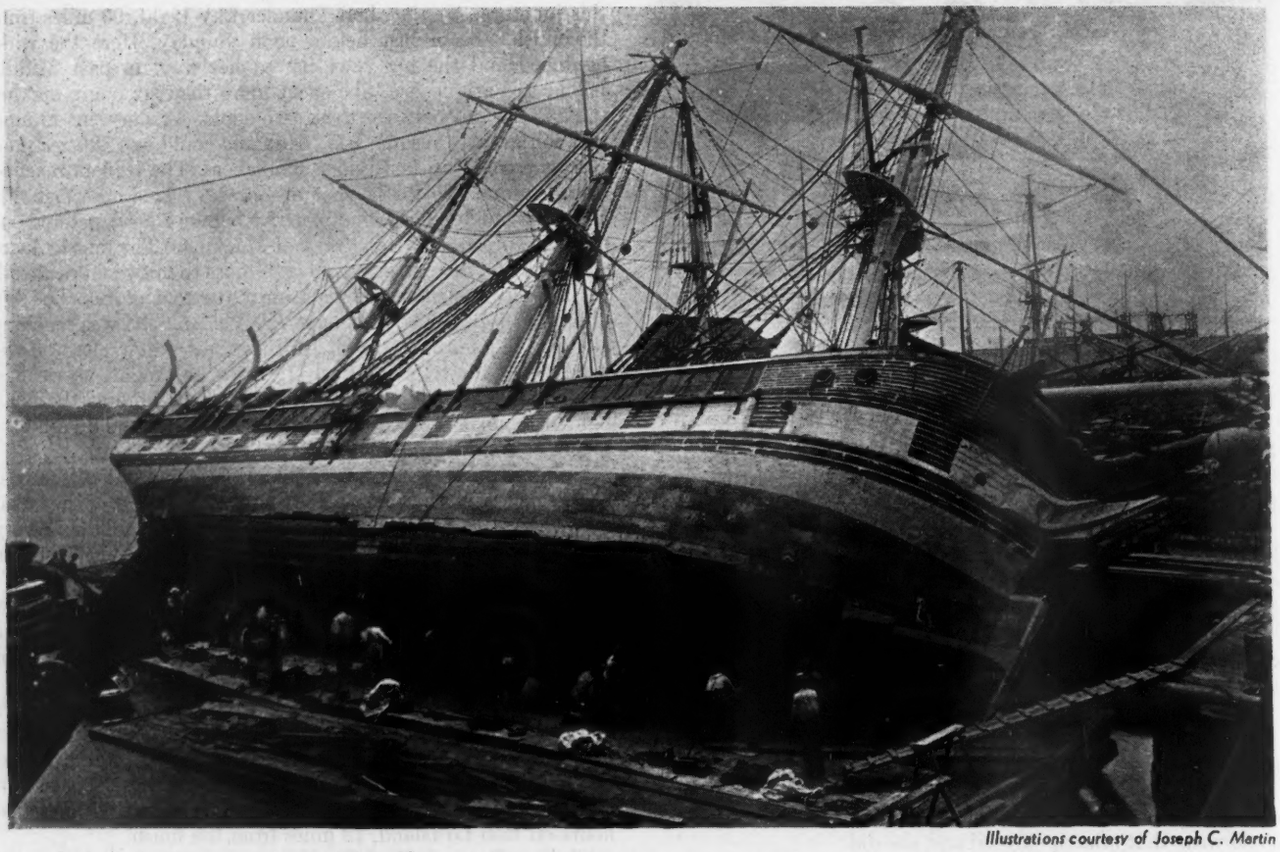
Bangalore's crew was made up of Skipper Bud Doyle, Ted Coggin, Jack Elford, Dutch Roy, Bob Seimer and Alex Wylie.

(Continued on page 110)



Frank Lyerla

"Vitesse" is a New York "32" and flies the burgee of the Detroit Yacht Club. She not only won the race but was the second boat to finish



Illustrations courtesy of Joseph C. Martin

A whaleship hove down and having her bottom recoppered. Such a ship was the "Essex," whose bows were completely stove in when a whale struck her directly under the cathead

NINETY DAYS IN A WHALEBOAT

Part I: A First-hand Account of One of the Most Dramatic Small Boat Voyages in History

By CHESTER SCOTT HOWLAND

GERMAN submarines and the accidents of oceanic flying have sent hundreds of men to the treacherous refuge of hurriedly launched life boats. Although Eddie Rickenbacker's crew was not at sea as long as some, they underwent enough of suffering to give the world an understanding of such a terrifying experience.

Men who battle against the sea are liable to such catastrophes and maritime history reveals a number of notable small boat voyages. One of the most dramatic of them was in connection with the destruction of the Nantucket whaleship *Essex*, which occurred 125 years ago when Nantucket was the whaling center of the world. It was recorded in a rare old document written by Chief Mate Owen Chase. The long voyage from Lat. 0°: 40′ S: Long. 119° W, to Lat. 33°: 45′ S, Long. 81°: 03′ W was covered in whaleboats under a torrid sun and through equatorial gales. It is difficult to believe that any human beings could possess the will to live 90 days through such an ordeal. Five, however, out of a ship's crew of 20 did survive, subsisting on the bodies of seven of their dead comrades.

Here is the Mate's story:

The ship *Essex*, commanded by Captain George Pollard, Jr., was fitted out at Nantucket, and sailed on the 12th day of August, 1819, for the Pacific Ocean on a whaling voyage.

(Acknowledgment is made of the courtesy of Mr. William O'Rouke, Librarian of the New Bedford Public Library, in permitting me to make a photographic copy of "Narrative of the — Shipwreck of the Whaleship 'Essex' of Nantucket —" written by Mr. Owen Chase, mate of the ship, which was published in 1821 and is now in the Library's Rare Book Department. — C. S. H.)

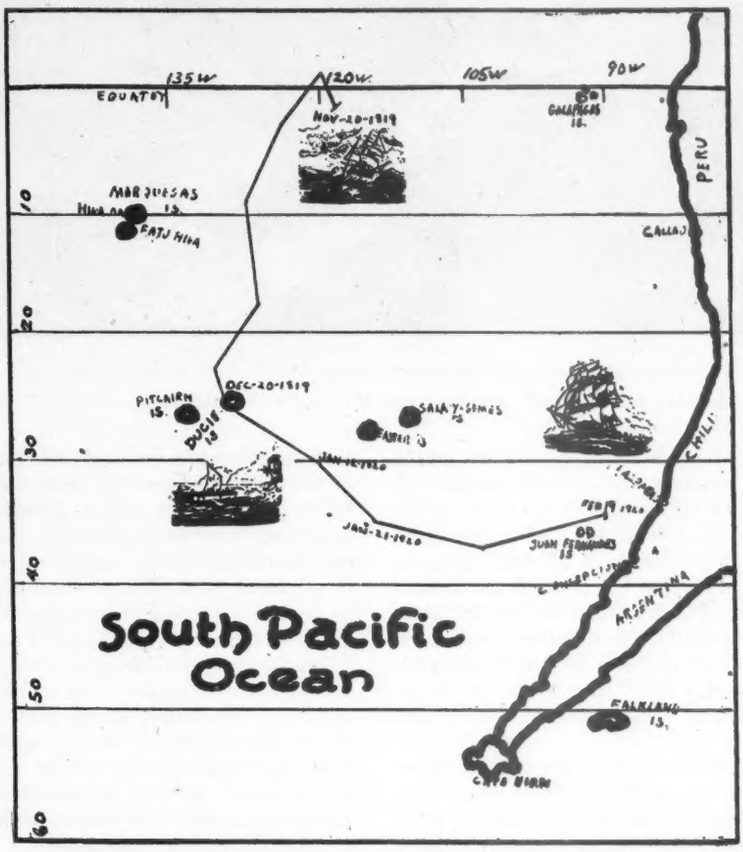
The following is a list of the whole crew of the ship.

Capt. James Pollard, Jr.	survived	Isaac Cole	died
Obed Hendricks	missing	Richard Peterson (black)	died
Brazilla Ray	died	William Wright	left on island
Owen Coffin	shot	Matthew P. Joy	died
Samuel Reed (black)	died	Thomas Chapple	left on island
Charles Ramsdale	survived	Joseph West	missing
Seth Weeks	left on island	Lawson Thomas (black)	died
Owen Chase	survived	Charles Shorter (black)	died
Benjamin Lawrence	survived	Isaiah Shepherd (black)	died
Thomas Nicholson	survived	William Bond (black)	missing

The vessel had undergone a thorough repair in her upper works, and was a sound, substantial ship, victualled and provided for two years and a half. We left the coast of America with a fine breeze and steered for the Western Islands. On the second day out, while on our course in the Gulf Stream, a sudden squall struck the ship from the SW and knocked her completely on her beam ends. It struck about three points off the weather quarter at the moment the man at the helm was in the act of putting her away to run before it. In an instant, she was knocked down with her yards in the water. The squall was accompanied with vivid flashes of lightning, and heavy and repeated claps of thunder. Fortunately, the violence of the squall was all contained in the first gust of wind and it soon became fine again. We continued on our course. On the 30th of August we made the island of Flores, one of the western group called the Azores. We lay off and on the island for two days, during which time our boats landed and obtained a supply of vegetables and a few hogs. From this place we took the NE trade wind, and in 16 days made the Isle of May, one of the Cape de Verdes. We

made Cape Horn about the 18th of December, having experienced head winds for nearly the whole distance. Heavy westerly gales and a tremendous sea held us off the Cape five weeks, before we had got sufficiently to the westward to enable us to put away. On the 17th of January, 1820, we arrived at the island of St. Mary's, lying on the coast of Chili, in latitude 36°: 59′ S, longitude 73°: 41′ W. We sailed from there to the island of Massafuera and spent a season cruising along the coast of Chili. On the 2nd of October, we set sail for the Gallipagos Islands. We came to anchor and laid seven days off Hood's Island, during which time we stopped a leak which we had discovered, and obtained 300 turtles. We then visited Charles Island and left on the 23d of October, steering to the westward.

On the 20th of November (cruising in latitude 0°: 40′ S, longitude 119°: 0′ W), a shoal of whales was discovered off the lee bow. The weather at this time was extremely fine and clear, and it was about eight o'clock in the morning, when the man at the masthead gave the usual cry of: "There she blows!". The ship was immediately put away, and we ran down in the direction of a small pod of whales. When we had got within half a mile of the place where they were observed, all our boats were lowered. The ship, in the meantime, was brought to the wind, and the maintopsail hove aback, to wait for us. I had the harpoon in the second boat; the captain preceded me in the first. When I arrived at the spot where the whales were, they sounded. We lay on our oars, expecting them to come up somewhere near us. Presently one rose and spouted a short distance ahead of my boat; I made all speed towards it and struck. Feeling the harpoon in him, he threw himself, in an agony, over towards the boat and, giving a severe blow with his tail, struck the boat amidships, and stove a hole in her. I immediately took up the boat hatchet, and cut the line, to disengage the boat from the whale, which by this time was running off with great velocity. I succeeded in getting clear of him, with the loss of the harpoon and line. I hastily stuffed three or four of our jackets in the hole, ordered one man to keep constantly bailing and the rest to pull immediately for the ship.



The "Essex" was destroyed by a fighting whale at the position dated November 20th, 1819, on the above chart, at a location 2000 miles from land. The crew took to three whaleboats, and of these the boats of the captain and the mate were picked up months later. The third one was lost

We succeeded in keeping the boat free and shortly gained the ship. The captain and the second mate, in the other two boats, kept up the pursuit and soon struck another whale. They being at this time a considerable distance to leeward, I went forward, braced around the mainyard, and put the ship off. As I did so I observed a very large whale, about 85 feet in length, break water about 20 rods off our weather bow and lie quietly, with his head in the direction of the ship. He spouted two or three times and then disappeared. In less than two or three minutes, he came up again, about the length of the ship off, and made directly for us, at the rate of about three knots. His appearance gave us no alarm; but, while I stood watching his movements, I involuntarily ordered the boy at the helm to put it hard up, intending to sheer off and avoid him. The words were scarcely out of my mouth, before he came down upon us with full speed and struck the ship with his head, just forward of the fore chains; he gave us such a tremendous jar, we were thrown to the deck. The ship brought up violently, as if she had struck a rock, and trembled for a few seconds. The whale passed under the vessel, grazing her keel as he went along and came up to leeward.

I, of course, concluded that he had stove a hole in the ship, and that it would be necessary to set the pumps going. Accordingly, they were rigged but were hardly in operation before the head of the ship gradually settled in the water; I ordered the signal to be set for the other boats. Scarcely had I despatched the message, when the lookout cried out: "Here he is — he is making for us again!" The surf flew in all directions and his course towards us was marked by white foam a rod in width, which he made with the continual violent thrashing of his tail; his head was about half out of water. I bawled out to the helmsman: "Hard up!" but she had not fallen off more than a point before we took the second shock. He struck to windward, directly under the cathead, and completely stove in her bows. He passed under the ship again, went off to leeward and we saw no more of him. We were more than 2000 miles from the nearest land.

I ordered the men to cease pumping and, seizing a hatchet, cut away the lashings of the spare boat, which lay bottom up, across two spars directly over the quarter deck, and cried out to those near me to take her as she came down. They bore her on their shoulders as far as the waist of the ship. The steward had in the meantime gone down into the cabin twice and saved two quadrants, two *Practical Navigators* (Bowditch) and the captain's trunk and mine; which were hastily thrown into the boat, as she lay on the deck, with the two compasses which I snatched from the binnacle. By the time we had got the boat to the waist, the ship had filled with water and was going down on her beam ends. We shoved our boat as quickly as possible from the plankshear into the water, all hands jumping in, and launched off clear of the ship. We were scarcely two boat's lengths distant from her, when she fell over to windward and settled down.

My companions had not saved a single article but what they had on their backs. We were fortunate to have preserved our compasses, *Navigators* and quadrants. Gracious God! what a picture of distress. The crew of the ship were saved but all that remained to carry these 20 beings through the stormy terrors of the ocean, perhaps many thousand miles, were three light open boats. We lay in our boat, about two ship's lengths off from the wreck, when the other boats were discovered rowing up to us. The boat steerer in the captain's boat, horror struck,

A contemporary print of the perils of whaling. The boat at the far right has been smashed and flung into the air by the infuriated mammal

exclaimed: "Oh, my God! where is the ship?" The captain exclaimed: "My God, Mr. Chase, what is the matter?" I answered: "We have been stove by a whale. We must cut away her masts and get something out of her to eat." After her masts were gone she came up about two-thirds of the way upon an even keel. We now commenced to cut a hole through the planks, directly above two large casks of bread. Other parts of the deck were then scuttled, and we got as much fresh water as we dared to take in the boats, so that each was supplied with about 65 gallons. We took also a musket, a small canister of powder, a couple of files, two rasps, about two pounds of boat nails, and a few turtles.

In the afternoon, the wind came on to blow a strong breeze and we began to arrange for our safety during the night. A boat's line was made fast to the ship, and to the other end of it one of the boats was moored, about 50 fathoms to leeward; another boat was then attached to the first one, about eight fathoms astern; and the third boat, the like distance astern of her. Night came on just as we had finished our operations.

During a sleepless night the horrors of being attacked by an infuriated whale haunted me. Some of the men, fully sensing our danger, were overcome with fright and vomited over the gunwale like sick women. One or two slept unconcerned. A seemingly endless night finally passed and morning dawned upon our wretched company. The weather was fine but the wind blew a strong breeze from the SE and the sea was very rugged. Watches had been kept up during the night, in our respective boats, to see that none of the spars or other articles (which continued to float out of the wreck) should be thrown against the boats.

At sunrise, we cast loose our boats, visited the wreck and set to work stripping off the light sails of the ship, for sails to our boats. The day was consumed in making them up and fitting them. We furnished ourselves with masts and other light spars. Each boat was rigged with two masts, to carry a flying jib and two spritsails; the spritsails were made so that two reefs could be taken in them. We continued to watch the wreck for any serviceable articles that might float from her and kept one man during the day, on the stump of her foremast, on the lookout for vessels. Our work was much impeded by the increase of the wind and sea; the seas, breaking continually into the boats, gave us fears that we should not be able to prevent our provisions from getting wet. To provide against this, we procured some light cedar boards (intended to repair boats in cases of accidents), with which we built up additional sides, about six inches above the gunwale; these, we afterwards found were of infinite service. Early in the day I took an observation by which I found we were in latitude 0°: 6′ S, longitude 119°: 30′ W. We had been driven by the winds a distance of 49 miles the last 24 hours; this indicated strong current, setting us to the NW during the whole time. Evening came and the wind continued to blow hard, keeping up a heavy sea and veering around from SE to E and ESE as the gloom of night approached. That night I lay down in the bottom of the boat and resigned myself to silent prayers for protection.

At sunrise, we again hauled our boats up, and noticed the deck of the wreck begin to give way. I rowed up to the captain's boat and informed him that in all probability she would soon go to pieces. Our observation now proved us to be in latitude 0°: 13′ N, longitude 120°: 00′ W. We had crossed the equator during the night. The wind had veered considerably to the eastward during the last 24 hours. The captain called a council, consisting of himself and the first and second mates. We examined our *Navigators*, to ascertain the nearest land, and found it was the Marquesas Islands. The Society Islands were next; these islands we were entirely ignorant of; if inhabited, we presumed they were by savages, from whom we had as much to fear as from the elements, or even death itself. We had no charts from which our calculations might be aided, and were consequently obliged to govern ourselves by the *Navigators* alone; it was also the captain's opinion that this was the season of the hurricanes which prevail in the vicinity of the Sandwich Islands, and that consequently it would be unsafe to steer for them. The issue of our deliberations was, that, taking all things into consideration, it would be most advisable to shape our course by the wind, to the southward, as far as 25° or 26° S latitude, fall in with the variable winds, and then endeavor to get eastward to the coast of Chili or Peru.

Accordingly, preparations were made for our immediate departure. The boat I was to head was the worst of the three. She was old and patched up, having been stove a number of times during the cruise. At best, a whaleboat is frail; clinker built and constructed of the lightest materials, for the purpose of being rowed with the greatest possible speed. This buoyancy, however, enables her to keep above the dash of the sea and I would not have exchanged her, old and crazy as she was, for a ship's launch. I am quite confident that to this quality of our boats we owe our preservation through the many days and nights of heavy weather that we encountered. In consideration of my having the weakest boat, six men were allotted to it; while those of the captain and second mate took seven each. At half past twelve we left the wreck, steering SSE, with nearly all sail set. The wind was strong all day and the sea ran high, our boat continually taking in water from her leaks. We were obliged to keep one man constantly bailing. During the night, the weather became extremely rugged and the sea every now and then broke over us.

By agreement, we were divided into two watches; one of which was to be constantly awake and doing the labors of the boat, such as bailing, setting, taking in and trimming the sails. We kept our course well together and had many opportunities of conversation with the men in the other boats. We planned that our provisions and water would last us 60 days. With the trade wind, on the course we were then lying, we should be able to average the distance of a degree a day, which in 26 days would enable us to come to the region of the variable winds. In thirty more days, we hoped to reach the coast. Our allowance of provision at first consisted of bread; one biscuit, weighing about one pound three ounces, and half a pint of water a day for each man, about one-third of an ordinary government ration. The darkness of another night overtook us.

When morning came, we found ourselves quite near together, and the wind had considerably increased since the day before. We were consequently obliged to reef; although we were not in great danger, we were most uncomfortable from the repeated dashing of the seas that kept our bodies constantly wet with the salt spray. We stood along our course until twelve o'clock, when we got an observation, as well as we were able to obtain one, while the water flew all over us and the sea kept the boat extremely unsteady. We found ourselves in latitude 0°: 58′ S, having repassed the equator. We abandoned the idea altogether of keeping any correct longitude reckoning, having no glass nor log line. The wind moderated a little in the course of the afternoon but at night came on to blow again almost a gale. We were surrounded in the afternoon with porpoises that kept playing about us in great numbers, and continued to follow us during the night. The wind did not abate any the next day. Heavy seas broke over the boat. Disagreeable weather continued for another 36 hours.

About eight o'clock in the morning we discovered that water began to come into our boat through a leak, and found a streak near the bows had burst off. Directing all the men in the boat to get on one side, the other side was hove out of the water a considerable distance, and we managed to drive in a few nails, and secured it.

[Note: the record from this point is kept more or less under date headings.]

November 26. During today the wind abated and we attempted to dry out our sea-soaked provisions. Later, the wind hauled into the ENE and enabled us to keep on a much more favorable course. The next day it shifted again back to east and we abandoned hope of making a good run for a few days. In another twelve hours, it hauled still further to the south and we were obliged to fall away from our course several more points.

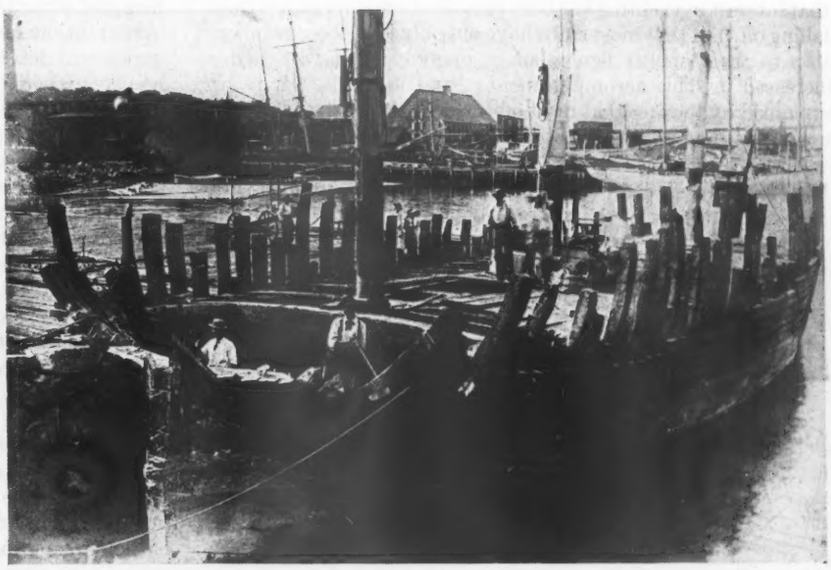
The wind commenced to blow with such violence as to put us again under short sail; the night set in extremely dark and tempestuous and we began to entertain fears that we should be separated. We, however, with great pains, managed to keep about a ship's length apart, so that the white sails of our boats could be distinctly discernible. The captain's boat was but a short distance astern of mine, and that of the second mate a few rods to leeward of his. About eleven o'clock at night, having laid down to sleep in the bottom of the boat, I was suddenly awakened by one of my companions, who cried out that the captain was in distress and was calling on us for assistance. I immediately aroused myself and listened a moment, to hear if anything further should be said, when the captain's loud voice arrested my attention. He was calling to the second mate, whose boat was nearer to him than mine. I made all haste to put about, ran down to him and inquired what was the matter. He replied: "I have been attacked by an unknown fish and he has stove my boat." It appeared that some large fish had accompanied the boat for a short distance, and had suddenly made an unprovoked attack upon her, as nearly as they could determine, with his jaws; the extreme darkness of the night prevented them from distinguishing what kind of an animal it was but they judged it to be about twelve feet in length, and of the killer fish species.

He had made a considerable breach in the bows of the boat, and the captain, imagining matters to be considerably worse than they were, immediately took measures to remove his provisions into the second mate's boat and mine, to lighten his own. The night was darkness itself; the sky was completely overcast. We were not without fear that the fish might renew his attack some time during the night, upon one of the other boats, and destroy us but there was no other attack. When daylight came, the wind again favored us a little and we all lay to, to repair the broken boat; by nailing on thin strips of boards. Our allowance of water, which had merely served the positive demands of nature, became insufficient and we began to experience violent thirst, from the consumption of the provisions that had been wet with the salt water and dried in the sun. Our extreme sufferings commenced on this day.

November 29th. Our boats appeared to be growing daily more frail and insufficient. We patched and mended them whenever we discovered a broken or weak part. Today we found ourselves surrounded by a shoal of dolphins. We made a small line from some rigging that was in the boat, fastened on one of the fish hooks, and tied to it a small piece of white rag; but they took no notice of it.

November 30th. This was a remarkably fine day; the weather

(Continued on page 103)



The end of the "Rosseau." Whaleships were exceptionally well timbered, and it took tremendous force to batter in their massive oak knees and frames

THE A B C OF THE Y C

Or, Random Reflections on the Wartime Care and Feeding of Yacht Clubs

By CRITCHELL RIMINGTON

ALMOST any yachtsman knows (but is astute enough rarely to admit) that the office of club commodore is at best a dubious honor, and that in wartime its responsibilities are something between those of a part-time janitor and a nautical wet nurse. I say this with a certain amount of experience, for I have answered to the strident calls of "Hey, Commodore!" or "Hi, *you!*" or "There's the guy I want to give a piece of my mind" for nigh onto two years, and now that I am about to gain membership in the Ex-Commodore's Mutual Protective Association, I can lick my wounds and gaze into the past with a considerable amount of tolerant objectivity.

This may sound as though the wartime responsibilities of any yacht club officer are a pain in the neck. Far from it! I'll admit that there are times that you pray that your particular club will be sought by a congenital pyromaniac, but there are many more times when you know that yours is the finest club for miles around, and that all of the members are blood brothers. It all boils down to whether you form your opinion the evening that the steward walks out an hour before the Race Dinner, or on the following morning when you receive word that the oldest member has passed away, leaving the club enough to pay off the last of the mortgage. So, like everything else, it all depends on how you look at it.

All of which brings us to that highly volatile subject of "running a yacht club in wartime." The term "yacht club" is basically a generic one. It can, and does, mean anything from the ramshackle appearance of the Mud Harbor to the private ferry — swimming pool — bowling green splendor of the Royal Canadian. Or, in most localities, as on Long Island Sound, it can range from the rustic simplicity of the Essex to the elaborateness of Larchmont. Be its membership 50 or 500, its dues $25 or $250, and its fleet either famous or nonexistent, the operational problems are relatively almost identical.

One of the phenomena of the past few years has been the fact that interest in yachting has been steadily increasing rather than falling off, and that most clubs have not only held their membership to their prewar figure but in many cases have actually increased it. This accomplishment — and it is one — may be explained by the fact that most officers and committeemen have worked as they have never worked before.

BUT before I get in over my depth, permit me to explain that the observations which follow refer to no one club nor to the officers — past, present or future — of any particular one! (*This disclaimer is here given so as not to jeopardize my flag officer's pension, a bit of legislation which the Ex-Commodores' Mutual Protective Association is now attempting to establish in all recognized yachting organizations.*)

Irrespective of its size, it is the officers and committee members who can either make or break a club, and either can be accomplished in an astonishingly short time! Today, as never before, it is essential that such men be selected on the basis of the amount of administrative effort they will consistently contribute to the club's operation, rather than on the size of their bank accounts, the number of years of paid-up membership, the origin of their ancestors or the water line length of their yachts. Such considerations are apt to prove less than nothing.

Of course, it's easier said than done. Much of the best officer material is now in the Armed Forces and many of the available candidates are either much too busy or are the sort of men who will support a club to the bitter end, but steadfastly refuse to be a party to its operation. Then there is also the age-old problem of the self-perpetuating nominating committee which so often bypasses outstanding candidates in favor of its own particular pets. Equally unfortunate is the bad habit of giving a "flag" appointment to some member "who is a nice fellow and deserves recognition." The nicest guy in the world may make the lousiest officer, and there is certainly nothing to be gained by having a Throttlebottom in the afterguard.

COLLECTIVELY speaking, the "officers" of a club constitute the secretary and treasurer as well as the "flags," and in many cases the former are the most important members of the organization's hierarchy. For reasons shrouded in nautical obscurity, the secretary is usually a pleasant and passive soul whose principal labors consist in taking down the minutes (which should assure him a place in Heaven) and in affixing his name to communications which he has neither written nor read.

There is a fundamental difference between the functions of a "treasurer" and a "cashier," and too often the former limits his responsibilities to the duties of the latter. If one is treasurer in deed as well as in name, he must combine the sagacity of a financial wizard with the optimism of a prospector and, most important, he must be willing to handle club accounts with the impersonal detachment of an income tax collector. The minute he plays favorites he is done — and so also may be the club!

Some sort of inflation will surely persist in the postwar period, and this specter gives added importance to the Siamese twin of nearly every yachting organization: the good old mortgage, bond issue, or whatever financial name "it" goes under. It would seem, therefore, that it behooves each club to lay immediate plans to put its financial house in order for the day when the war is over. There is not an overseas member who is not counting the days until he can again trudge down the dock with a sail bag over his shoulder, and in that connection nothing is more important than assuring him a dock to come back to!

There are a score of time-honored methods of picking committee chairmen, ranging from asking the gentlemen in question *if they will serve*, to the ingenious technique which consists of writing them a letter telling them how pleased you are that they have *agreed to do so*. The latter is by far the best, for by the time the victims have let out a yelp to the effect that they are so busy, that they are on too many committees, etc., etc., the notice of their appointment is safely tacked on the bulletin board. This

method is known as "catching them with their spinnakers down" and, while it may not be cricket, it almost always works.

The "big six" of the committees are House, Regatta, Entertainment, Membership, Publicity and Junior Activities, and of them the first three are by far the most important. The size of a committee is more or less dependent on both the size of the club and the wishes of the chairman, but it is nearly always true that a small group that knows how to work together will accomplish twice as much as a large one. Whereas there is something to be said for the practice of putting every member in sight on some committee or other, such a group is usually so large that it is unwieldy. Nine times out of ten nothing is accomplished because everyone thinks that someone else is doing all the work. Someone usually is — the chairman.

The commodore who manages to locate a real chairman of the House Committee should consider himself among the blessed. That job has always been a thankless one; in wartime it is sheer hell. Within the last year or two, numerous clubs have hit on the ingenious idea of putting women on this committee (either as active or advisory members) and in every case the practice has been highly satisfactory. It is a wartime measure which might well be continued in the future, as women can often overcome obstacles which to mere males are insurmountable.

The mere mention of the House Committee raises those much maligned gentlemen's No. 1 wartime problem — the steward. There is no point in cataloging the sore points of the servant problem; let's concentrate on something more important. Stated pointedly: are you giving your steward a fair deal? Do you insist that members make advance reservations for meals? Do you prevent the club topers from keeping him behind the bar until all hours? Do you keep "certain" members from loudly voicing unreasonable complaints? It's worth trying.

The importance of the Entertainment Committee usually depends on whether the club in question is a yacht club *per se* or a country club with a nautical setting. In the latter case professional talent is almost required, but in regard to the former the war years have proven to many a group of skippers that informal parties are as successful (and profitable) as the more elaborate ones of prewar days.

The statement that a club can be measured by the character of its membership is an antiquated adage, but it serves to remind every afterguard that the fact that the membership may have increased in recent years is not necessarily something to cheer about. The war has put countless members on the Honor Rolls and, to compensate for this, many a club has made a drive for all manner of "social" and "special" members. Whereas this expedient has helped the current budget, it may well prove a difficult postwar problem.

Both the Race and Junior Activities chairmen are in many ways the keystones of the club's operational group. The importance of their jobs is perhaps obvious, yet it is sometimes forgotten when it comes to selecting the men for these important posts. They must be old in experience, young in their point of view, and their interests must be those of the other fellow.

The publicity chairman? The right man must fill three requirements: (1) have a feeling for promotion, (2) know how to use a typewriter, and (3) realize that it always takes longer to get out a notice than would possibly be believed.

YACHT clubs, when analyzed by cruising skippers, are nothing more or less than buildings at the end of good, bad or indifferent piers, floats and mooring areas. It is these which are the measures of a club's excellence to the critical yachtsman.

The war has not complicated the maintenance of moorings, but few are the clubs which have not found their launches, runways, docks and floats an unending headache. Good launchmen are scarcer than hen's teeth (and launches are even more so); new floats can neither be built nor purchased, and if there is a private dock that has been repaired since Pearl Harbor it may be assumed that only an act of God can account for it. All of these items are expensive and the chances are that by the time the war is over they will need some major face lifting.

So, if your club's postwar agenda has any space left for additional items (which I doubt), it is suggested that a committee be established for the purpose of looking into what should be done and how much it will cost. This might be catalogued as "More Bad News for the Treasurer," and that it most surely will be!

CLUBHOUSES, to the uninitiated, are ageless. But by those committeemen who have to do with their maintenance, it is generally agreed that said structures can shed paint, spring leaks, fall down, burn up and in other ways show signs of physical disintegration faster than anything ever built by man. It is also often said that enough money has been poured into most of them to more than defray the cost of complete rebuilding many times over.

Few are those clubs which today are not badly in need of refurbishing inside and out. It would appear that the matter of expense is the principal reason why this cannot be done until the war is over, but don't believe a word of it. I know of at least three clubs (small ones, and with but average sized membership) which went into commission this spring looking bright and shining. In each instance, the miracle was performed in much the same way; here is the formula: First, you buttonhole the influential but conservative members of the club who are always against everything. Start gently, yet firmly, and make them believe that it was their idea that the renovation be initiated. Then make the necessary estimates as to the cost of what must be done (be sure to include a coat of exterior paint; it may not be as important as a new furnace but everyone will notice it). The next step is to sell the above mentioned gentlemen the idea of acting as the committee which will present the plan to the board. Incidentally, since these worthies are usually senior members of the Rocking Chair Fleet, the inclusion of new porch chairs in the budget will accomplish miracles. The chances are the board will pass it, but in doing so will add the remark that they don't know where the money is coming from. That is your cue to state that if every member will donate $10, the amount will be raised in a jiffy. If you stick *every* member for the amount (a *donation*, mind you, not an assessment) — and if you don't know how to do that you wouldn't be an officer anyway — you will have the funds you need in no time at all. It sounds simple, doesn't it? Oddly enough, it is.

Incidentally, a part of this money which you have raised so easily should be put into adequate fire-fighting appliances. Why most yacht clubs have not burned down within a few years of their construction remains a mystery. There is usually enough stuff (paints, oil and other guaranteed combustibles) in or around the building to insure a spectacular 4th of July display and, while there is apt to be an impressive display of fire extinguishers, it would be interesting to know when they were last filled. It's worth looking into; that is, if you can stand the shock. In this connection, a professional study of the club's insurance policies might also be in order.

* * *

As stated at the outset, this is only the ABC of a subject which has been giving yachtsmen gray hairs for years. As to the other 23 letters of the alphabet? I suggest you ask your commodore the next time you see him. But be careful — he will probably put you on some committee.

HURRICANES

Research Has Thrown New Light on the Behavior of Tropical Cyclones

By JERROLD OAKLEY

NOW THAT September has arrived, I am again reminded of that famous story of the gentleman farmer of Eastern Long Island who thought to lend a nautical air to his seaside cottage through the purchase of a barometer. It arrived one day in September, 1938, and, upon being unwrapped, was immediately hung in the living room. It had, in addition to the scale of pressure in barometric inches, the usual folderol of "Fair," "Change," "Rain" and even "Hurricane." When it was in place our friend noticed that it pointed to "Hurricane" and there it remained in spite of tapping and finally shaking. This being in the days before gas rationing, the purchaser was wroth enough to jump into his car and return the wretched thing to the vendors. This he did, receiving a refund and returning home. By now you have guessed it. Yes, when he got back the cottage was gone! It had been swept away by the memorable hurricane of September, 1938. The moral of the tale should be clear, simply that this dread storm does give some warning to those acquainted to some degree with its characteristics.

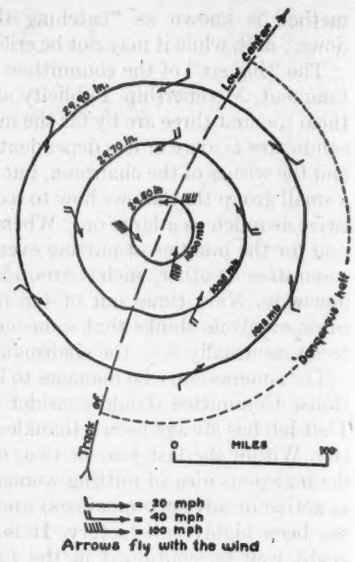
While our knowledge of hurricanes has increased, a great deal of what is known today is the result of meteorological research in the 20th century. The present conflict has accelerated the development of weather theories and techniques just as it has given the "hothouse forcing treatment" to other sciences necessary to successful warfare. This article does not lay claim to being the last word on the subject of hurricanes but is based on information now available for publication. After the war, there may be revealed new developments of far-reaching significance not only in the broader field of weather forecasting but in the more specialized one of tropical cyclones as these storms are designated. Since the theory of the origin and structure of these storms has not as yet been reduced to the exactitude of mathematical formulas, I have endeavored to avoid dogmatic statements on points not as yet scientifically established. To some extent, the world's present knowledge of the subject has come from the subsequently recorded data of observers quite understandably distracted from a coldly scientific attitude by the prime requirement of self-preservation.

Like carrying fire insurance, a working knowledge of the physical structure of a hurricane may never be needed by the average yachtsman but, if the occasion ever arises, it can be helpful indeed. A great deal has been written describing the effects of this type of storm but perhaps too little on the structure of the disturbance itself and methods of plotting your position in reference to its center. While what follows is intended to be of material aid while afloat, it should also be of some assistance to coastal inhabitants. In the past, landlubbers have suffered more property damage and loss of life than would have been the case if they had been aware of the true pattern of this type of storm.

Fig. 2

A typical path of a hurricane. A, B and C represent the "dangerous halves." From "Aerology for Pilots" (McGraw-Hill Book Co.)

All hurricanes originate in the Doldrums, a low pressure belt several degrees of latitude in width, usually centered on the Equator. Here, over the ocean areas, are to be found heat and moisture, the twin sources of the tremendous energy needed to generate a hurricane. When, due to some local disturbance, overheated moisture-laden air ascends, it leaves on the surface an area of low pressure. This sector acts as a partial vacuum and draws in replacing air from the surrounding territory. The rotation of the earth and related forces deflect the moving air to the right in the northern hemisphere and to the left in the southern, resulting in a counterclockwise whirlpool of air in the former and a clockwise one in the latter.



Wind and pressure system of a typical hurricane in the northern hemisphere. From "Weather and the Ocean of Air" (Houghton Mifflin Co.)

Fig. 1

Reduced to a diagram to show the surface barometric pressures, the storm is similar to what is known as a "low" on a weather map. This diagram appears as shown in Fig. 1. The principal difference between it and an ordinary "low," the average non-violent storm of the westerlies, is that the pressure gradient is much steeper. Translated into non-technical language, this means that the fall in the barometer for a given linear distance (the pressure gradient) is much greater in a hurricane than in an ordinary storm area. Thus, in Fig. 1, the distance between the 29.70″ isobar and the 29.90″ isobar is roughly 35 miles or a .20″ change in barometric pressure for 35 miles, while in an ordinary storm the pressure gradient might be the same .20″ change in 200 miles.

Just as a boulder will roll more rapidly down a mountain with a grade of 1000 feet elevation to each mile of horizontal distance than down one with a grade of 1000 feet to each five miles, so too does a wind blow with greater velocity when caused by a steeper pressure gradient. It is this characteristic steepness of the pressure gradient that accounts for the high winds, which are almost always above 75 m.p.h. in a hurricane. Other minor earmarks of the tropical storm are the almost perfect circular pattern of the isobars (lines on a weather map along which all points have equal barometric pressures) and the smaller area (as a rule no more than several hundred miles across) compared to an ordinary storm.

After its birth in the Doldrums, a hurricane, for reasons associated with the rotation of the earth, starts to move toward the nearest pole. Since, owing to the disposition of the land masses bordering the Atlantic Ocean, the Doldrums in the Atlantic almost never move south of the equator, hurricanes are unknown in the South Atlantic.

If the course of an average hurricane were to be plotted, it would be noted that it originates several degrees north of the equator and then starts northward. After leaving the Doldrums, it enters the region of the Northeast Trades which set it to the northwest just as an easterly current would set over to the northwest a ship on a northerly heading. About 25° N, the traveling storm passes from the Northeast Trades into the Westerlies and its course is changed from NW to NE. This change of direction is referred to as the recurvature of a hurricane. For a normal West Indies hurricane, this is the only appreciable change of direction; it usually loses force and ends as a bad storm (not of hurricane proportions) over the North Atlantic. This loss of force usually occurs at the time of recurvature

Fig. 3

Vertical cross-section of a typical hurricane. From "Aerology for Pilots" (McGraw-Hill Book Co.)

or shortly thereafter and is due to the fact that the tropical storm has been steadily drawing away from its main original source of energy, the vast amount of atmospheric and oceanic heat found only in the tropical regions.

However, all hurricanes do not follow the characteristic course outlined in Figure 2. As they enter the Westerlies, some are confronted by a well-defined and strongly developed "high," as a system is called whose pressure increases toward its center. "Lows" and "highs" tend to repel each other; thus, if the "high" in the path of a hurricane is moving slowly or not at all, the storm as a rule will not recurve but will maintain its northwesterly direction. This explains the visitation of these terrible storms on the southeastern states and on Texas. There seems to be good reason to expect that a hurricane will recurve properly toward the middle of the hurricane season but an early or late storm will not. This theory is based on the disposition of seasonal "highs" and "lows" in the northern hemisphere.

What has been said so far about the North Atlantic hurricane applies with few exceptions to tropical cyclones wherever they occur. They are most frequent in late summer and early fall when it is hottest in the Doldrums but it must be kept in mind that the seasons in the southern hemisphere are the reverse of those in the northern. For more detailed data on the frequency of occurrence in all localities, the reader is referred to the *American Practical Navigator* better known as "Bowditch."

In peacetime, the Weather Bureau, by radio reports, warns of the approach of these tropical cyclones and their probable course. In wartime this is not always possible, and for that reason the following indications of an approaching hurricane are of special interest to the yachtsman. While each indication taken by itself is not an infallible sign, several taken together will usually warn of the storm's approach. The barometer gives the indication best known to mariners. As shown in Fig. 1, the pressure falls rapidly once the storm area is entered. The rate of fall per hour gives the mariner an estimate of the distance his vessel is from the center of the hurricane in accordance with the following table:

Hourly Rate of Fall	*Distance to Center*
.02" to .06"	250 to 150 miles
.06" to .08"	150 to 100 "
.08" to .12"	100 to 80 "
.12" to .16"	80 to 50 "

Before entering the storm area, the barometer may register in a fluctuating manner and then level off for a short time before falling at the rapid rate indicated in the above table.

The direction or bearing of the center of the storm from the observer may be determined by what is known as Buys Ballot's law, named after the Dutchman who discovered that if you face the prevailing wind the lowest pressure area will be found 8 to 10 points to the right in the northern hemisphere and to the left in the southern hemisphere. Successive plotting of the center by this method not only gives the location of the center but also outlines its path as it moves. Another sign pointing to the center is based on the cloud formation over the storm. The clouds are in the shape of a shallow cone with the apex lowest and are located over the storm's center. At the perimeter, the clouds are high and thin but lowering, darkening and thickening as the center is approached. From a ship on the fringe of the storm, the cone appears to be a two dimensional inverted triangle with the apex pointing to the center of the hurricane. This is illustrated in Fig. 3.

A hurricane swell precedes the storm itself and, as a rule, is not the result of the wind conditions at the time and place of observation. In other words, the swell may be coming from the east although the wind is from the north. Since the swell is caused by the high velocity of the wind within the storm itself it is of unusual proportions. The measure of a swell is in terms of the number of seconds elapsing between the instant of passage of a crest past a given point and the instant the following crest passes the same point. This measurement is called

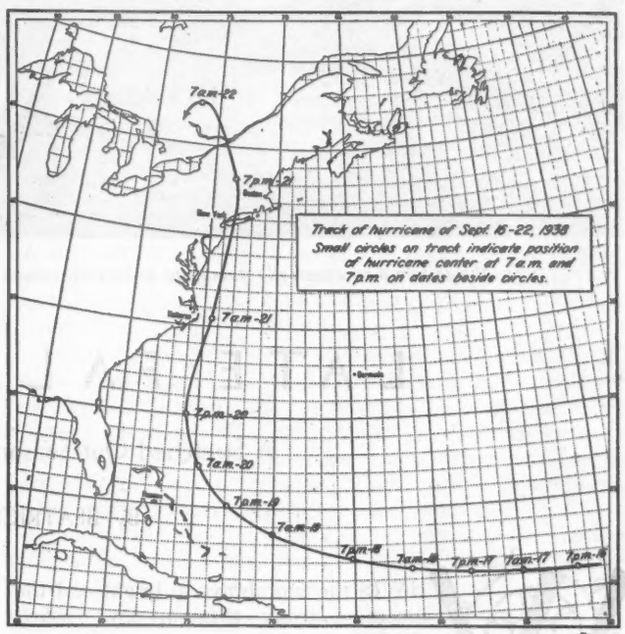


Fig. 5

The track of the famous hurricane of September, 1938. Courtesy of U. S. Merchant Marine Academy

"the period of a swell" or a wave as the case may be. The hurricane swell is recognized by its period of from 12 to 15 seconds, and in timing the period the motion of the ship through the water should be taken into account.

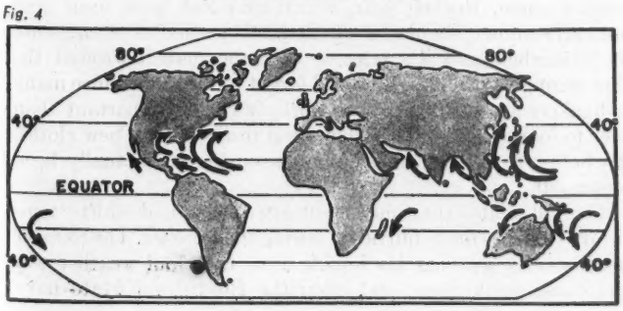
Before entering the storm area, the sky is rather clear but both at sunrise and sunset that portion of the sky in the direction of the hurricane will be an intense red. This is a result of the sun's rays coming to the observer almost parallel to the earth's surface and through the cone of clouds over the storm center. The first clouds seen are the thin, high cirrus clouds usually forming long, narrow bands advancing from the center. From this point on, the clouds thicken and lower, the barometer falls at a rapidly increasing rate, the seas become steeper and more intense, the wind increases to Force 12, the rain gets progressively heavier in gusts, and the full fury of the storm is visited on any vessel or other object in the vicinity of the path of the center. Visibility is practically nil, the air being filled with so much spray that it sometimes assumes the characteristics of solid water.

Suddenly, as the center is reached, the wind and rain cease and the sky clears except perhaps for small patches of scudding

(Continued on page 100)

Characteristic paths of tropical cyclones. From "Aerology for Pilots" (McGraw-Hill Book Co.)

Fig. 4



For the sailing man especially, there are many post-season delights. Best of all, the breezes lose their summer fickleness

LATE FALL SAILING

A Stretched Out Season Offers Endless Pleasures

By BEATRICE OPPENHEIM

"WHY IS the sun always so bright and the breeze so steady on lay-up day?" asked the Bosun plaintively.

"Because we haul out too soon!" retorted the Skipper.

The Skipper has always objected to our on-or-about November 1st haulout but this season the frost will be on the punkin and maybe thick on *Vida's* decks before we tie down the winter cover.

War duties, scarcity of yard labor and a rainy spring meant late launching for most yachtsmen this year. For us there was no vacation cruise and none of those former leisurely three-day week-ends. Our only chance of catching up on lost breezes is to stretch the season into the late fall.

The air usually does have a bite in it after Columbus Day but there are ways of keeping warm. And late fall sailing has pleasures at least as alluring as the midsummer sport of lying under the cockpit awning gasping like a beached fish in the breathless heat. Enthusiasts point out that in some ways fall weather is actually "better." The barometer generally settles down to cycles of four day "highs" or four day "lows," and you hardly ever set sail in the sunshine and return in a thunder-squall. There are mild, golden autumn days when the breeze is just right and Neptune is acting like a friend of the crew.

For the sailing man especially, there are many post-season delights. Week-end harbors as well as home mooring grounds are uncrowded so that even in light airs one can leave and pick up the buoy again without a kick of gasoline power. Best of all, the breezes do lose their summer fickleness and stay with you as dependable companions.

The sailing season can be stretched as long as the crew can take it. But sailing after the usual date does mean some special preparation if no harm is to come to a cruising boat nor discomfort to her crew. Gear, able to withstand the worst that summer can give, may not be able to take the weight of a fall blow. The cabin must be heated. The crew must have proper clothing — and heartier meals. The ship's "time table" must be changed to fit into fewer hours of daylight. The insurance company should be notified to write additional in-commission coverage, since most policies call for a November 1st haulout. The cost of such additional protection is small.

We give *Vida's* gear a careful going over about Labor Day. "Wartime manila" is likely to show wear by then. It doesn't take long to turn lines end for end, or parcel the dinghy painter against chafe. Reefing gear, which may not have been used once all summer, should be checked. It's needed as often as not in November, and it's possible that the mate borrowed the clew earing for a clothes line and forgot to return it. Since many sailmakers are busy with war work, it's more important than ever to look to the sails. If they need restitching or new cloths, it's better to get the work done before they've actually been blown out.

The fall is also the time to get after those makeshift "temporary" repairs made hurriedly during the summer. The Skipper is constantly warning his female crew that foul weather will find these weaknesses, and even the Bosun and Mate have

learned by now that a snap hook held together by a hairpin is sure to let go at the worst moment.

A midsummer haulout and bottom repaint adds to the pleasures of a long boating season but shortage of yard help may have made it impracticable this season. Beaching her at high water and scrubbing the bottom at low water with a stiff brush is a good tonic for end of season sluggishness. A thorough job on the boot-top before the water gets too cold for comfort helps, too. Boot-top scrubbing sometimes is neglected on *Vida* after we stop swimming, and then the fringe of whiskers drags like a sea anchor. Varnished surfaces take such a severe beating from salt spray in fall blows that an extra coat of varnish in early September and another on a mild November day will pay dividends in time saved in the spring. Horizontal surfaces need this especially.

Repairing even the smallest cabin house and deck leak is a fall must. Stray drops which may not have mattered much in warm weather may make the cabin unbearable on cold days. Neither the Bosun nor I are hearty souls. We like to remain warm and dry on deck, and in the cabin snug as those bugs in a rug. By taking tips from other yachtsmen, skiers, farmers, campers — even the ice man — we know it can be done.

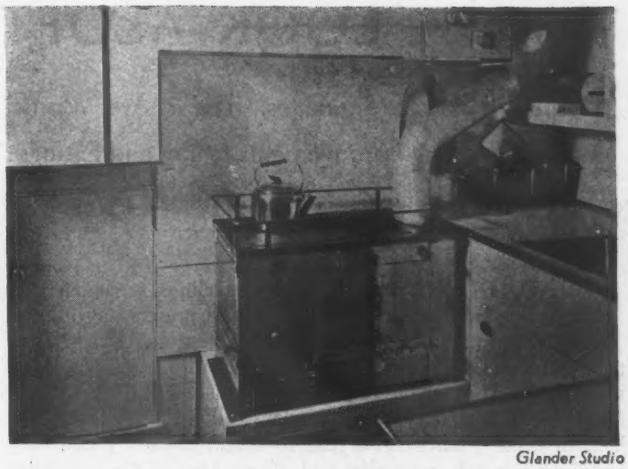
Especially important to female crew members is shortening the length of the cruises. The sun sets early by the end of September and there is no long afterglow. No matter how mild the day, the evening is likely to be chilly. Trying to furl dripping sails when it's dark and cold is unpleasant — and not good for the canvas. *Vida's* skipper tries to make a point of turning back in time to arrive at mooring by three in the afternoon, which means we usually reach it by six. On days when steady breeze and bright sunshine tempt us on, we wind up with running lights, and excuses ready for the Coast Guard.

Costume is as important to a late fall sailor as to a pin-up girl. Getting wet isn't the same pleasant sensation it was in July. Bell-bottomed "sailing blues" look picturesque but, after all, the cockpit of a small boat isn't a fancy dress ball. Even in summer, when the swaggering flare makes "blues" cool, they *do* catch on cleats. When the wind blows cold and the spray flies, a water-repellent gabardine ski suit is about ideal. It is surprising how slowly yachtsmen are getting around to adopting the garb. The recently designed suits, light in weight, closely knit and treated to shed water, are best. They should be tight at the wrist, neck and waist, but large enough so that plenty of wool underwear and sweaters may be worn underneath.

Skipper Sweedy has always recommended "ice man's trousers" as an alternative to ski pants. These are exactly what their name implies, trousers made especially to protect ice men from their cold, wet merchandise. They are made of heavy, tightly woven wool, usually in a dark oxford stripe. They can be bought in work clothes stores. Any kind of water-repellent jacket, including the Navy pea jacket, is a good complement.

Clothes are a matter of major importance. Getting wet isn't the same pleasant sensation it was in July

Rosenfeld



Glander Studio

Below decks, comfort is no problem at all if some sort of an adequate cabin heater is aboard

A crew caught by an early chill with no cold weather clothes will find that oilskins help conserve bodily heat. Grandma always said: "keep feet and wrists warm and it's easy to stay comfortable." Latter day scientific researchers haven't found her wrong. Canvas sneakers, quickly wet through, are inadequate even with woolen socks. Rubber or composition soled, moccasin-style hiking shoes of elkskin are the best cold weather boating footgear we know. Treated with neat's foot oil, dubbin or similar dressing, they'll stay soft and quite waterproof. They lace high enough to keep ankles as well as feet dry; and they go well with ski pants.

Wrapping a steamer rug, or one of those "stadium blankets" sold for football games, around the knees may make the crew look like convalescents but it's easier to bear the disdain of heartier souls than a biting northeaster. Being especially made for outdoors, pre-war steamer rugs were tightly woven and as water-resistant as many raincoats. They're easily thrown aside without entanglement when there is deck work to do.

Rubber gloves once provided a simple way of protecting the hands from icy fall rains. Skiers' "shells," gauntlet length, roomy mittens of flannel-lined water-repellent cotton, reinforced across the palms with leather, are much better. They can be had with elastic in the cuffs, which really keeps rain from trickling down the arm. Even when worn with wool gloves underneath, they slip on and off easily.

Below decks, comfort is no problem at all if an adequate cabin heater is aboard. Either a Shipmate, a soapstone fireplace, a marine kerosene or alcohol heater is fine, if you have it. If you don't, it may not be easy to buy such peacetime luxuries. Fortunately, there are less conventional rigs. We've improvised an effective cabin heater in *Vida* by setting a reflector behind a pressure kerosene lantern. Either a gasoline or kerosene lamp of the pressure type (manufactured by Coleman and Primus) can be used. Our reflector is the bright, stainless steel cover of *Vida's* built-in bread-box. A large chromium-plated pot cover or any other highly polished surface will do as well. The metal foil used behind household steam radiators to increase their efficiency should be excellent, and easy to buy since most department stores stock it. The reflector doesn't have to be attached to the lamp, merely set behind it. If placed against a bulkhead, a piece of asbestos can be used to protect the wood from the hot metal.

This rig warms *Vida's* main cabin and takes some of the chill from the forward stateroom. On larger boats, it might be necessary to close off the forward section if there were no other heater. Ted Sweedy, when the hook was down during his winter sailing of *Saki*, sometimes used a well-fastened landlubber

(Continued on page 96)

TAKE A LOOK ALOFT

Despite Material Shortages, There Are Many Ways of Making Improvements to Rig and Fittings

By JOHN MARTUCCI

A DWINDLING number of sailors clings tenaciously to rope lacings for bending sails and prefers any kind of hemp makeshift in the rigging to a metal device. Their reasons may appear rational at first sight but break down on investigation. They are found almost exclusively in the cruising fraternity. They growl: "mechanical sailors!" whenever they hear of other yachtsmen trying to attain efficiency and easy handling through ingenuity and effort. One of the strongest reasons they present to rationalize their indolence is that, if a mechanical device goes wrong while away from a large center, it is hard to replace. Yet, if you spot some evident defect in the rigging of their boats which, if corrected, would make less probable a breakdown away from home, these fellows shrug their shoulders and mutter: "That's the way she was built," as if to say she was born bowlegged. Actually, the remedy would not involve any radical orthopedia but just a touch — the very touch which is persistently omitted.

Ocean racing annulled some of the old taboos on tall spars and thin, though strong, wire rope for rigging, yet there are a few die-hard cruising sailors who refuse to profit by the experience of others and dawdle pathetically along with stumpy rigs and clumsy tophamper. It would be all right if they were happy in their lackadaisical ways — but they are not. What afflicts them is an inferiority complex. They think "the other guy" is clever with tools. I shall try to dispel this misconception and show how, with a few touches within anybody's mechanical ability, a rig can be made safer and more efficient. Above all, a great deal of work can be eliminated, affording a better opportunity for enjoyment.

I read somewhere that, in some yacht club, bartering of fittings and gear was started to offset the present scarcity. In my club, a few of us went them one better. Besides exchanging material, we started to exchange talents. You need not be stumped. Just look around and you will find some obliging man who will take genuine pleasure in helping you. Among hundreds of boat enthusiasts, there are bound to be a few who excel in exactly the job you want to tackle. This spirit of coöperation brings more than mere practical results. It fosters closer comradeship and a wider sense of social obligation.

Nor is the war a valid reason for postponing the job. Quite the contrary. I am somewhat of a sinner myself and, but for the present restrictions, most of the changes I intended to make in my rigging would have been left undone. But my sails had given up the ghost, another suit was not to be had in a hurry, and I was thoroughly disgusted with patching. "It is now or never," I said to myself, and I began to cast some critical glances aloft.

Let us follow the Euclidean method of comparing two figures and I am sure we shall come to the gratifying Q E D in the shortest and surest way. Fig. 1 shows my mizzen before I made the changes. There is nothing wrong with it. The spar is well stayed fore and aft by the lower shrouds. The upper shrouds, in the plane of the mast, prevent the upper part from bending laterally. A strut with a jackstay prevents the head of the mast from bending aft under the pull of the sail. So, everything is taken care of. Now, suppose I set a mizzen staysail. What prevents the upper part of the mast from bending forward? Nothing.

Of course, the answer is a preventer backstay opposite the mizzen staysail halliard block, and that's what I had. But these two lines, with the mizzen halliard and the topping lift, were too much hamper for a 27′ stick, especially since the mizzen staysail is seldom used.

At first, I thought of unhooking the topping lift from the end

The author's 36′ o.a. auxiliary yawl "Iris." Designed by Charles G. MacGregor, she made a passage to Italy and return shortly before the outbreak of the war. Note her "eternal" jib topsail

of the boom, hooking it on the boomkin, and using it as a backstay, but the boom end is out of reach unless one performs dangerous acrobatics. Then I hit on a simple, practical idea. Why not install two cheek blocks at the masthead and use two topping lifts further in on the boom? When I want to use the staysail I can unhook the weather topping lift from the boom and hook it to an eyebolt on the boomkin to be used as a backstay, and I can use the other lift for the mizzen staysail halliard. The backstay must be belayed to a cleat low down on the mast. If you belay it on deck, the head of the mast will tend to swing in an ellipse of which the eye on the boomkin and the cleat on deck would be the foci. But, before that happens, the top of the mast would break into splintery segments. As you see, I stick to mathematical language — and logic.

This simple expedient eliminated another serious inconvenience. With the topping lift at the end of the boom and the blocks for the sheet further in, there was danger, with the sail furled, that the boom would be bent out of shape when rain shrank the ropes. With the pull of topping lift and sheet applied in practically the same spot and in opposite directions, the bending effect is neutralized.

Oh yes, I know, the ropes should be left slack and a crotch should be used to hold the boom when in harbor but a few oversights will occur. When you next go aboard, you may find the boom bent like a scimitar. I had to condemn my mizzen boom because it took a permanent bend and the sail would not set properly.

While we are on the subject of the mizzen, let me point out how the occasional banging of a block against the mast ruined a perfect varnish job and would have marred the spar permanently if I had not done something about it. There was a snatch block for a jig spliced near the end of the halliard and a snatch block on deck for a purchase. When the sail was down, the jig went aloft and, unless the halliard was seized to the shrouds away from the mast, it would sway whenever a boat passed by in harbor and gently tap the mast. In spite of my care, the

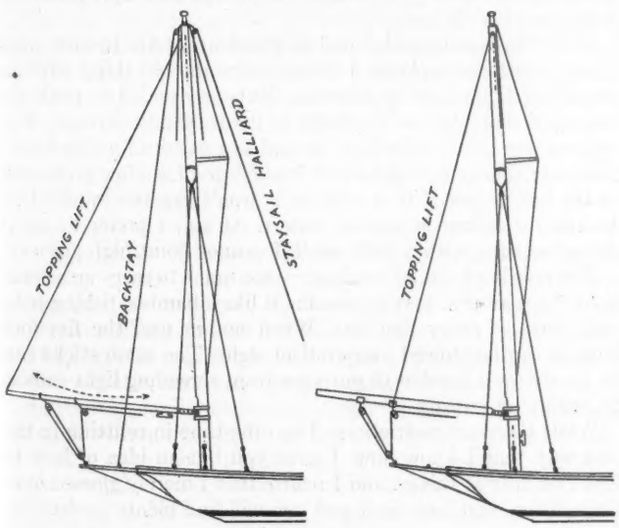
halliard was forgotten occasionally and left alongside the mast so that the gentle tapping became a chafe.

I took the jig out and decided to sway on the halliard to sweat it home, but I use heavy canvas in winter and often have a girl crew. It is hard for a girl to take up on a heavily bolted twelve-ounce sail. I was thinking of a little winch but I am not a gadgeteer and, beside the expense and complications involved, I distrust a winch because it can be used too powerfully and overstretch even a heavy sail. The solution is as simple as the proverbial Columbus egg.

I spliced a three foot length of 5/16" diameter cotton rope to the snatch block which is kept handy in the cockpit. If I need a purchase on the halliard, I hitch the block to the halliard with a rolling hitch and hook in the line coming from a sway hook on deck. And here you have a handy, inexpensive, and unobtrusive pocket winch. To me the device is particularly valuable for the topsail, which has a total of about 90 feet of line in the halliard, the luff of the sail, and the tack. After half an hour of sailing, these lines stretch and the topsail must be reset. I used to sway and groan on the tack. Now the little jig makes things easy for me.

We all have heard the controversy about the ketch versus the yawl rig. As to sailing qualities, it is pointed out that the ketch balances better under staysail and mizzen, which have about the same sail areas. This point is well taken when we consider that some boats are rigged as yawls merely to beat the rules. My boat is practically a ketch, staysail and mizzen having nearly the same area. She balances well under these two sails, comes about easily and, all-in-all, I can say I have all the advantages of a ketch without the drawbacks. The mizzen doesn't give me any trouble. Even in jibing, I tend the main and let the mizzen take care of itself. The only disadvantage is having the boom stick over the stern, out of reach. What galvanized me into action was not reefing, for I have reefed that sail only once, but putting on the sail cover. So many times I came close to falling overboard that when Lud Herborn, my mate, did fall in the drink in chilly weather I decided I would not duplicate his experience. The remedy is simple. I have an easily removable gooseneck and, by slipping a few slides off the track, I can take the boom inboard — in the cockpit if I wish — cover the sail, and slip the gooseneck in again. All I have to do is to remove a pin.

What about reefing? Well, the same procedure could be followed, but what do you want to reef for? If you really have to reduce canvas, bend a smaller and tougher storm sail. The operation, which involves only two snap shackles and a few slides, can be performed safely inboard, and the risk of tearing a good sail is minimized. One important caution: The cast track of the outhaul must be long enough so that the clew of the smaller sail will be sliding on it, and this part of the track should be riveted to the boom. If the clew of the sail falls short of the cast part of the track, the stamped track will buckle at the first stress. Also, I have no stop on the cast track so that the outhaul fitting can travel all the way in and I can work without projecting my body outboard; I prefer to do my calisthenics in a safer spot.



Left, Fig. 1, the mizzen before changes were made. Right, Fig. 2, the topping lifts lead from two cheek blocks at the masthead

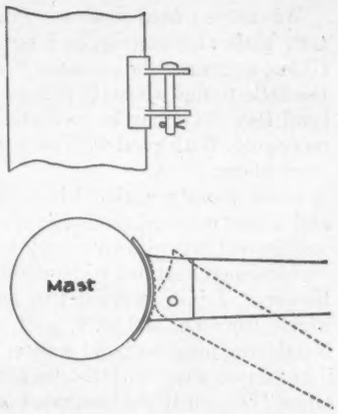


Fig. 3. The new fittings allow the lee spreader to move forward at the slightest pressure

Before leaving the mizzen, I should like to forestall criticism by suggesting a different arrangement in place of the cheek blocks at the masthead. It may be argued that, when one cheek block is used for a halliard and the other for a backstay, a couple is formed which imparts a twist to the mast. The leverage is so small (the diameter of the mast at the head) that I consider it negligible. Nevertheless, some persons are particular about this twisting effect. They can avoid it by slipping a two-ring withe over the masthead, resting on a metal collar screwed to the mast. Two metal blocks on the eyes will take care of the topping lifts. When these are used as halliard and backstay for the mizzen staysail, the blocks will dispose themselves in line with the two opposing pulls because the withe is free to revolve. Do not fear that the jackstay will interfere with the blocks because, if you use the weather topping lift for a backstay — as you must — and the other for a halliard, the two blocks will never dispose themselves on a fore and aft line but on a diagonal. Fig. 2 shows how simple the rigging of the mizzen is with the described changes.

Let's step over to the mainmast for a spell. The touches for smoothing up things here are so light that even an experienced sailor would have to peer attentively at the drawing to notice the difference. So we analyze them individually.

Take the spreaders, for instance. They were rigidly secured to the soft Sitka spruce mast with No. 10 brass screws. This was not the worst, however, for the lower shrouds were secured a few inches above the spreaders and hit them when the mast whipped. It did not take long for the spreaders to fall off, which meant that I was left without upper shrouds. After a quick repair job, performed under forbidding circumstances, I decided to get at the root of the trouble. I shifted the shrouds to a point right under the spreaders. This let me make the spreaders free to swing forward when slack, which means that the lee spreader moves forward at the least touch. Now the topsail does not chafe against the spreaders when sailing free and the set of the sail is not marred.

The accompanying sketch (Fig. 3) tells how I made the fittings for the spreaders. I was encouraged by Ned Dunn, skipper and owner of the yawl *Malihini*, of the Sheepshead Bay Y.C. He assured me that stainless steel can be welded with precision and be as strong as a one-piece job. He ought to know, welding is his line.

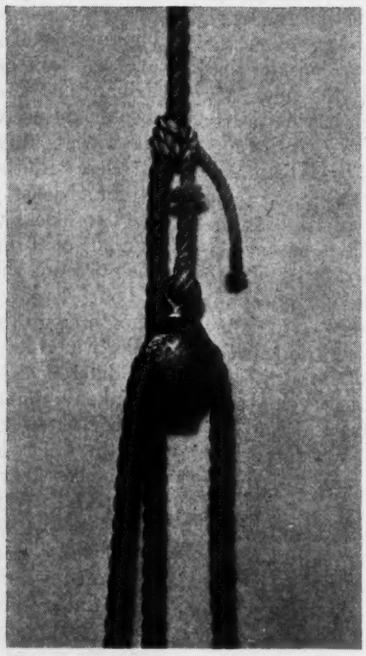
I cut and shaped all the plates and turned them over to him. Although I had strong prejudices against welding because of my ignorance of the matter, I installed the new fittings and there has been no reason at all for regret. I added two spreader lifts of 1/8" stainless wire rope to take the stress off the fittings. Now I can forget about the spreaders.

Stainless steel plates and wire rope have been mentioned right along in this article and I can hear somebody asking: "Where does he get that stuff?" The spreader job was done long ago but for the jobs done recently I either had some leftovers from more plentiful days, or I bartered with my fellow yachtsmen. Calamity howlers notwithstanding, I believe that if every yacht club started a locker cleaning drive, enough material would come out to keep us busy on these jobs for the next few years and still turn in a surprising quantity of scrap.

Whenever I need some new fittings I make a sketch or a pattern, gather some scrap, and turn over the whole mess to Jack Gillen, skipper of the schooner *Spartan*. In due time he produces the little things we could not get otherwise. While the Sheepshead Bay Y.C. may be well endowed with talent, it holds no monopoly. With good will, the same coöperation may be found everywhere.

There is one question I have dodged on previous occasions, and I was resolved to dodge always, because my unorthodox answer will bring down on my head the censure of those who accept generalizations without the test of critical investigation. However, I just received two letters on this subject, one of which, from Lt. McCatty, is of particular interest because he bought the plans to build a sister ship of my boat. He asks me if he can do away with the backstays because "they are a nuisance." Obviously the lieutenant is going through the same process as I did and I can spare him my trials.

The original sail plan of my boat had no backstays because I tried to eliminate them. I never missed them in sailing free because my middle shrouds are set well abaft the mast. When running before the wind, everything moves with it and the stress is much less than it is usually assumed. But just imagine my boat slogging to windward into a short, steep sea, with the jib topsail set. From the middle shrouds to the masthead there is nothing to prevent the upper part of the mast bending forward under the pull of the jib topsail. However, what causes trouble is not the pull of the sail, which is negligible for the size of the spar, but the whipping of the mast. Even a gentle nodding of the boat on the seas causes a slackening of the headstay with a consequent shaking of the sail at each nod. It was not this mere inconvenience that spurred me to action but definite danger. In one of the trial runs I was watching the whipping of the mast in a steep sea. I saw the headstay so slack that it caught in one of the lower hooks of the staysail where the two stays converge. I got scared and wrote to the architect. He agreed that, if I wanted to hoist canvas on the headstay, I'd better rig a set of backstays as far up the mast as practicable. And he further suggested that, whether I hoisted canvas or not on the headstay, the preventers would steady the mast quite a bit when the boat is pitching sharply. That's why, Lt. McCatty, you have backstays on your blueprints.



Need a purchase? A piece of 5/16" soft cotton line, when spliced to a small snatch block, can be hitched to a halliard in a jiffy, and can also be released just as quickly.

In citing my case I am aware that it does not apply to all boats, but the reasoning does. With analogous procedure, i.e. critical inspection and actual test, others may decide if and where to apply the backstays.

At this juncture I can hardly refrain from smiling. The laugh is on me. I started without backstays but now I am so converted that somebody may aim the crack "mechanical sailor" at me with justification. A friend, who is an experienced sailor and rigger, after hammering at me for years without the least success about the merits of some patented backstays, finally took me aboard a large schooner and showed them to me. I had seen many types of backstays but those won me over. With them one does not have to depend on muscular strength, nor on stretching and shrinking lines as is the case with rope. Moreover, with the fine adjustment possible with this device, and a lever for easy handling, it is not necessary to bring the backstays 'way back by the cockpit for leverage. They can be installed further forward and left set except when running free, in which case the lee backstay must be slacked as usual. If no need of backstays is indicated, they can be unhooked and made fast alongside the mast. Just two thin ¼" steel wire ropes — worth their weight in gold when we consider how much they raise the safety factor.

I started this talk by ribbing those yachtsmen who prefer lacing for bending sails. Don't be touchy about it, I was one of them. Nobody had to wean me away from this practice. I learned the hard way. I had to reef several times at night in cold weather with numb fingers. The drenched footrope and lacing shrank tight to the boom and we had to sneak the reef points between the footrope and the boom, a tedious and painful operation.

I put in lacing eyes on the boom with a wire jackstay led through them and a special fitting at the end of the wire rope for taking up. The sail has small thimbles along the foot through which the wire leads. Now there is plenty of space between the bolt rope and the boom whether the sail is wet or dry. This is not the only advantage. With sails made fast at the clew with a lot of lacing it is not easy to slack it when it gets wet and, finally, the sail stretches out of shape. I went so far as to put an outhaul fitting at the end of the gaff so I can slack that part of the sail when I return to the harbor. I still use individual lacings on the gaff because the sail sets better and, if one lacing should break, I do not have the whole head of the sail loose.

My jib topsail, a troublesome though efficient midget, wore out at the luff where it chafes against the stay. Fitting the backstays diminished the shuddering but did not eliminate it, and Mr. Griffin, the sailmaker, told me that even my "mechanical backstays" will not completely eliminate the shaking. "They all do that," he told me. "What we do is reënforce the luff with several layers of canvas."

I ordered a jib topsail a little larger than the old one, and told the sailmaker "I don't care whether you put canvas, leather, or devil's hide to reënforce the luff as long as the sail can defy the centuries like the pyramids." "I want a jib topsail that is eternal!" Academically speaking, Mr. Griffin agreed to make the "eternal" jib topsail as neither he nor I will be here to referee the outcome. But, as long as it outlasts me, I shall have no kicks. I have already changed the headstay on which the jibtopsail is hoisted three times. This stay goes through a sheave on the bowsprit and it is shackled to the stem with a turnbuckle. The length of galvanized plow steel under the bowsprit, being exposed to salt water, rusts within a year. But for the pinch I am feeling, I would never have thought of putting a length of stainless steel wire from the stem to above the bowsprit and shackling it to the rest of the stay instead of junking the whole stay. Incidentally, I changed to stainless steel for all wire rope near the water, bobstays, whiskers, bumpkin stay. It pays.

With the maintopsail, I had no problems at all. In fact, were I not a ruthless exploiter I would retire the old thing with an honor scroll for excellent service. But we decided to peak the main a little higher so the shape of the topsail is changed. The old one was recut for further use and as a pattern for a new one. The only change brought about in the topsail is a few grommets in the luff to lace it to a club so it won't sag too much. This is only for sailing in narrow waters. At sea, I prefer to set it flying because, with a little swell, I cannot point high anyway.

The pole has to be 20 feet long — too much to carry on a small boat. I got around that by making it like a bamboo fishing pole, with ferrules every five feet. When not in use, the five-foot lengths can be stowed away out of sight. The same sticks can be handy for a number of purposes from spreading light canvas to setting an awning.

While there are restrictions, I use the time in refitting in the best way that I know how. I gave you but an idea of how to look critically at things, and I realize that I merely glossed over the subject. Just look aloft and you will find plenty to do.

Official U. S. Coast Guard Photo

LANDING CRAFT TECHNIQUE

ALMOST every child knows the importance of the part played by landing craft in World War II. Collectively they have become the most important type of craft employed in this war. Without them, the history of the present conflict would read quite differently than it does today. Amphibious craft, generally speaking, are of three types: landing *ships* (LSTs, LSMs, LSDs); landing *craft* (LCTs, LCIs, LCMs); and those which should be described as landing *boats* (LCPs, LCVPs). The latter type are 36′ o. a., and are the principal carriers of troops from the transports to the beaches. Due to their peculiar design their operation has brought about a new technique in small boat handling, as is described in a Coast Guard combat correspondent's report which follows:

They have become a familiar part of operations against the enemy in every theater of war. Yet, still so relatively new is this specialized branch of seamanship, that these expert coxswains who operate landing craft are often unable to give a clear discourse on the secrets of their trade. "I can't describe exactly how I run my landing craft. It's all in the feel of the thing," they usually say, scratching their heads.

One has to *ride* with an experienced coxswain and watch him at work to realize how much there is to this "sixth sense" technique. As the cargo net is lowered over the ship's side or as troops come aboard, it is his responsibility to keep his craft directly under the net. In smooth water this is fairly easy but in a heavy sea a boatman has a job on his hands keeping his bobbing craft in one position. He has to consider the placement of his load. If the loaded craft is too heavy forward, she won't be able to ride onto the beach and, consequently, his troops or supplies will get soaked in debarking.

In the midst of all this there are apt to be other distractions. At Sicily, after H-hour when the landing craft were loading alongside a transport, they were caught by sneak air raids. Coxswains lay helplessly in their craft as they watched the Jerries lay a string of six bombs along their starboard quarter, missing them by only fifty yards. The men couldn't maneuver their boats, which is the advantage of a small craft under air attack, because they were in the process of loading. But all the boats came through with nothing more serious than a thorough drenching.

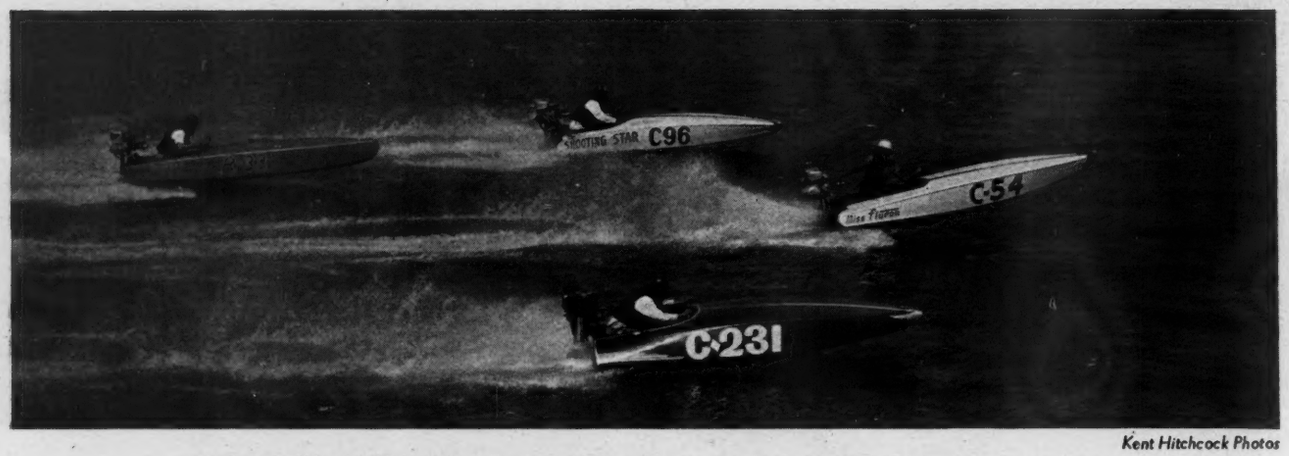
Before leaving his transport for a beach landing, a coxswain is as carefully briefed about his part in the operation as a flier setting out to bomb an enemy target. Officers hand out intelligence sheets describing every detail of the beach, its grade, and hazards lying in approaching waters. Each boat is designated to a particular position in a certain wave of the assault. Coxswains are given signboards with their position and wave number. This is his number plate for the boat traffic officer.

The coxswain's next job is to proceed to the rendezvous area of his "wave." Here is where a knowledge of piloting and navigation comes in, particularly when operating at night. A good man has an uncanny way of finding his group quickly, and once he has located it he must stay in position. An invasion rendezvous area is no place for one to assert his independence and play lone wolf, for one boat in the wrong slot in a split-second operation will throw everyone into confusion.

(Continued on page 108)

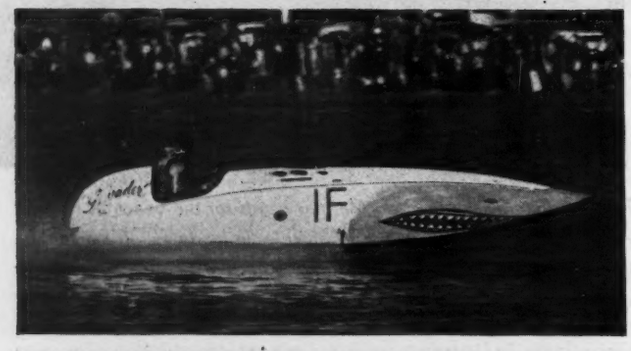
Official U. S. Navy Photo

Top, the initial wave of U. S. Marines heads for the beach at Empress Augusta Bay, on the coast of Bougainville, in landing craft manned by Coast Guardsmen. Above, with their objective before them, LCVPs swarm in toward Jap-held Engebi Island



Kent Hitchcock Photos

The last shall be first! "R 33," the trailing boat at the start of the C Service Class, was the final winner



THE TWELFTH ANNUAL PERPETUAL GOLD TROPHY REGATTA

By KENT HITCHCOCK

THE HEARST Regatta is always a whale of a show. The really big event in speed boat racing on the West Coast has lots of color, plenty of red hot entries, a few out of town hot shots and a rabid racing crowd. The 1943 edition, which took place on July 30th, shattered all attendance records for aquatic sports in California. This year it was even bigger, 27,000 paid admissions, and that is a whale of a crowd for the Long Beach Marine Stadium.

This was the first speed boat race in twelve calendar months in California. There were 20 heats, plenty of good close brushes, and enough spills and close shaves to keep the big crowd on edge. The starts for the most part were ragged but the racing was top notch. Veteran "Skip" Hooper of Phoenix, Arizona, chalked up his third win in Class B Hydro to gain permanent possession of the big Gold Perpetual Trophy for his class. He won his first leg on the A trophy when the two leaders failed to finish the second heat. Ed Silva, driving his *Green Hornet*, won the first heat but broke up in the second, while world record holder Fred Mulkey stuck up his *Feud'n Day* in the fast going.

The M Hydro event served as coming out party for Don and Herb Rimlinger Jr., teen age sons of Herb Sr., veteran Southland driver. The youngsters gave the well seasoned M drivers a thorough working over. Herb, Jr., in *Captain's Kid*, took first place and younger brother Don in *Captain's Kid Too* took second. Herb, Sr., provided his quota of the day's excitement in C Racing Runabout. Seargent Herb Hadfield drove his *Miss Vee* to an easy victory in both heats. Drivers from Oregon scored heavily in C Hydro and C Service Runabout. In the big field of C Service Runabouts, Don Criteser, of Oregon City, ran away with the booty. Joe Leonardo, of Hanford, in his defending champion *My Shadow*, nosed out Howard Coffinger's *Miss Wickenberg*, Arizona champion, for second place. Rocky Stone, of Oregon City, in *Over Easy*, took the field of C Hydroplanes

(Continued on page 98)

Top to bottom — Rockey Stone, hard riding driver from Oregon City, cleaned up the other C Hydros. R. S. "Skip" Hooper won first place in the A Hydro Division and then retired the Hearst Perpetual Gold Trophy for that class. Tommy Ince and his "Invader," world's record holder in Division II, 225 Cubic Inch Inboard Class, won hands down. Gerald Ratiken, driving his F Racing Runabout, "Torpedo," was one of the two drivers who successfully defended their 1943 championships

Leslie R. Jones

A barging start

BARGING AND ITS PREVENTION

By HAROLD S. VANDERBILT

AS A RESULT of my articles in recent issues of YACHTING, I have had considerable correspondence and many talks with prominent yachtsmen in regard to racing rules. I find that most of them attach great importance to having rules that will eliminate barging at the start. I also find that barging is a great deal more prevalent than I had supposed: Hence this article.

Present Status of Barging

Barging at the start under existing rules may be defined as: An attempt to force a passage, either just before or at any time after the starting signal, between a starting mark to be left to windward and one or more yachts on the same tack and to leeward, when the right to such passage, as between the yacht attempting to force it and any yacht to leeward, is of doubtful legality.

Barging is unpopular today partly because its victims, although they feel that they have been imposed on by the "barger," are at a loss what to do about it since the maneuver is usually only of doubtful legality under existing rules.

There are two existing rules which theoretically should prevent barging:

> Rule 34 — Before the starting signal there is no required side on which to leave a mark; and
> Rule 31 — After the starting signal a windward yacht cannot claim room at the mark under Rule 31 unless the yachts overlap, i.e., unless they are sailing "approximately the same course" (Overlap definition).

In applying Rule 34, it should be noted that, irrespective of its provisions, a yacht overtaken to leeward can always claim room at a mark before the gun under Rule 30 (A). Consequently, only windward converging yachts and windward overtaking yachts can be found to windward of the mark before the gun under Rule 34. The necessity of determining the rank of a windward yacht in order to decide whether or not she is entitled to room before the gun has given rise to many complications which are multiplied when more than two yachts overlap.

In applying Rule 31, it should be noted: (a) that two yachts are not sailing *approximately the same course* if their courses differ by more than two points (N.Y.Y.C. *Seven Seas* vs. *Gleam* decision); and (b) that the leeward yacht must, before the gun, *foresee* the windward yacht's future position at the time of the gun and begin to give her room before the gun in the event that the bow of the windward yacht will be only a little short of the mark at gunfire (N.A.Y.R.U. Appeal No. 5).

In my opinion, the decision in Appeal No. 5 is unfortunate, as in a close case the leeward yacht must, to protect herself from possible disqualification, always give room before the gun. This allows the windward yacht room to pass on the required side of the mark whether or not subsequent events prove that she is entitled to do so. Close cases arise frequently on account of the difficulty of *foreseeing* the exact position of the windward yacht at gunfire. Rights should depend on existing positions, not on ability to *foresee* future ones.

In Appeal No. 5, positions 1 and 2 have been omitted from the diagram of that case in the N.A.Y.R.U. Year Book. Presumably they were shown on the original diagram, since a diagram could not reasonably start with position 3. Judging by the gain made by *Stella* between positions 3 and 4, it seems probable that *Stella* was clear astern in position 1. If so, *Stella* ranked as overtaking yacht and was obligated to keep out of *Riptide's* way (Rule 30A). Consequently, *Stella* would have been obligated to give *Riptide* room irrespective of *Stella's* obligation to *foresee* *Riptide's* position at gunfire. Surely the Executive Committee erred in failing to determine (or, if it did determine, in failing to mention) the overtaking status of the yachts which depended on conditions that existed 30 seconds or more before the start. It was just as much of a factor in determining the right to room at the mark as the fact that *Riptide's* bow reached the mark after gunfire. Apparently even the highest authorities, after

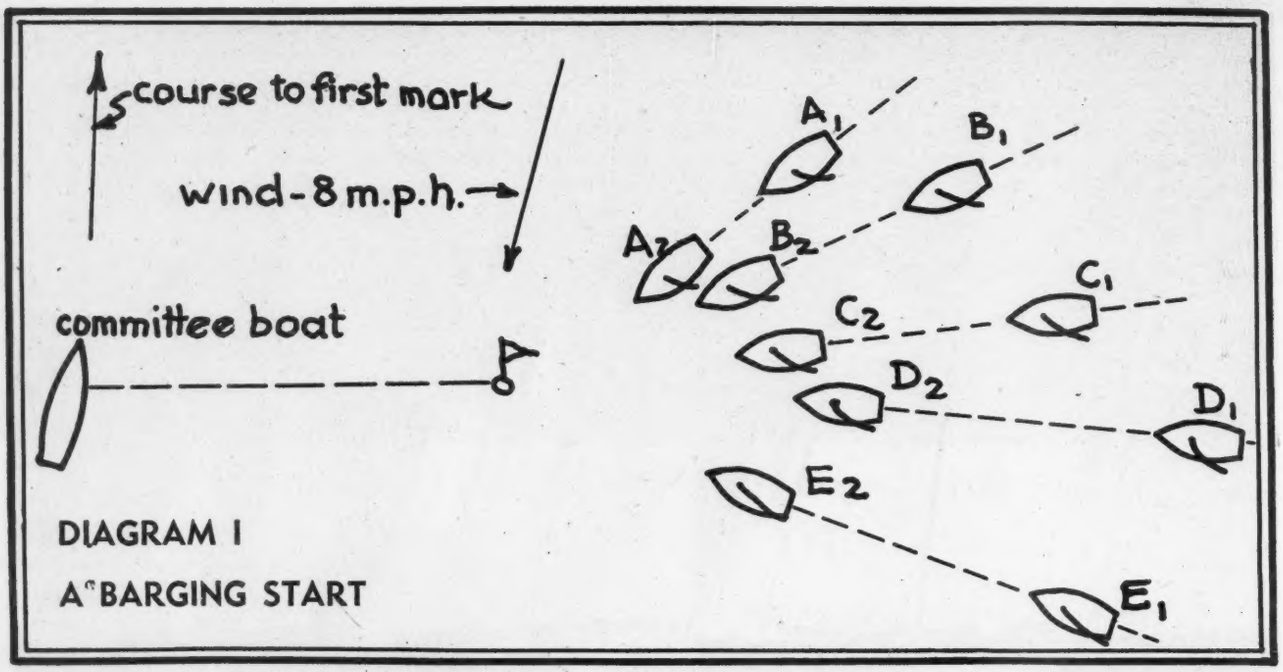


DIAGRAM I

A "BARGING START

mature consideration, have difficulty in correctly interpreting the many vicissitudes of existing rules, as evidenced by their failure in this case to review the long past positions on which the interpretation of the rules in part depended.

Resuming our discussion of existing Rules 34 and 31, it would seem at first sight that they should have sufficed to prevent barging; but all yachtsmen will, I think, agree that they have failed to do so. Most yachtsmen will also agree that Race Committees have a tendency to be lax in enforcing the anti-barging provisions on their own initiative, and that, considering the general prevalence of barging, but few anti-barging protests are lodged. On the other hand, if a clear violation of the existing close-hauled starboard and port tack rule occurs on a windward leg, it is usually followed by a protest or a withdrawal. There is a good reason for this difference. The rights of both yachts under the starboard tack rule, when both yachts are beating to windward, are generally so clear that the port tack yacht has not got a leg to stand on; whereas in the case of a barge there is usually room for an argument, since the various rights of the several yachts involved are generally impossible to figure out during the few seconds that the yachts are bunched at the starting mark. Let me try to explain some of the difficulties that beset skippers.

The rights of a leeward yacht vary both approaching and passing the weather starting mark and before and after gunfire, according to her rank in respect to the yacht next to windward. A leeward yacht must rank as overtaking, overtaken or converging. If a leeward yacht ranks as overtaking, she must keep out of the way of the yacht next to windward both before and after the starting signal (Rule 30, A) irrespective of the bearing of the weather starting mark or of the special provisions of Rules 34 and 31. If a leeward yacht ranks as overtaken, she can force the yacht next to windward to leave the mark on the wrong side provided she can correctly *foresee* that the latter's stem end will be past the mark at gunfire; otherwise, the yacht next to windward is entitled to room. If a leeward yacht ranks as converging, she can force the yacht next to windward to leave the mark on the wrong side before or after gunfire, if the yachts are not sailing *approximately the same course*. If the yachts are sailing *approximately the same course*, the rights of a leeward converging yacht are the same as those of an overtaken leeward yacht. It is often difficult to determine, especially before starting, the rank of the yacht next to leeward and whether she is sailing *nearly the same course*. Consequently doubt is created as to her obligation to give room. The situation is further complicated by the fact that no one knows how far from the mark a converging yacht next to windward must assume *approximately the same course* to claim an overlap and room at the mark.

In the last paragraph, we have been discussing some of the difficulties that arise when but two yachts are involved but when, as illustrated in Diagram I, four to five yachts, all of which overlap in fact (but some of which do not overlap by existing rule definition), are approaching the weather mark on the same tack at the start, some on *approximately the same course*, others on substantially different courses, how can any skipper or any Race Committee figure the rights of each yacht in respect to each of the others? Each skipper can see whether he is to windward or to leeward of every other yacht and, if he is experienced, may, in a clear case, be able to figure out his status and rights (individually but not collectively) with respect to the yachts next to windward and next to leeward, each of which, as explained in the last paragraph, ranks in one of three possible categories, and each of which has a different set of rights and obligations according to her rank and in some cases according to her course and according to her position in relation to the starting mark at gunfire. But that is all that we can expect of even the most experienced skipper. It might take hours for him to try to figure out his rights as opposed to those of the other overlapping yachts, not to mention the added complications caused by the presence of intervening yachts. Many of the situations with which he is confronted are not covered by existing rules and the ones that are involve the review of past positions to determine present rights, a review which is utterly impracticable at such a time.

Another existing rule which has confused skippers reads: "As soon as the starting signal is given, yachts must sail a course consistent with the intention of crossing the line, but in all other respects the only restrictions on maneuvering are those provided by Rules 30, 31 and 32." The question arises: does this clause of Rule 30 override seemingly inconsistent provisions of Rules 30, 31 and 32? It would seem that the answer must be "Yes," as the clause uses the phrase *in all other respects*. Consequently, this clause, from its own wording, must be interpreted as a *restriction on maneuvering*. Therefore, there are good grounds for maintaining that a yacht barging after the start is merely fulfilling her obligation *to sail a course consistent with the intention of crossing the line*, and that consequently she is entitled to room at the mark. The result of all this uncertainty and difficulty in regard to determining the rights of a barging yacht has been the natural and normal one to expect; namely that, racing under existing rules, yachts generally get away with barging. A skipper's main concern is to get his yacht across the starting line and to that end, uncertain of his rights under existing rules and assuming that his competitors are equally uncertain of

theirs, he usually succeeds in barging in. A yacht to windward generally pays little, if any, attention to the doubtful rights of yachts to leeward of her next-door neighbor. Competitors and Race Committees, in view of the doubt which properly exists in their minds as to the respective rights of the various overlapping yachts, seldom raise the question of disqualification. And, in view of the complications and uncertainties usually incident thereto in such cases, perhaps it is just as well that they do not.

Let us consider one specific case of a barging start under existing rules as shown in Diagram I. The course to the first mark is a beat, long legs on the starboard tack and short ones on the port tack. Let us assume first that the yachts reach position 2 ten or fifteen seconds before gunfire. Note that each leeward yacht is traveling faster (as shown by the increasing distance between positions 1 and 2) than the one next to windward. This is because the former is sailing in the light breeze at a faster angle to the wind. It is necessary for each skipper, when the yachts are in position 2, to review (he should have carefully watched) the position of the other yachts when risk of collision began to exist. In the case of his next-door neighbors, it began to exist some time before the yachts were in position 1. Each skipper must try to determine if, when risk of collision began to exist, each of the other four yachts was overlapping or clear ahead or clear astern, or was sailing nearly the same course or a substantially different course. If he fails to diagnose correctly and to remember the various past positions of the respective yachts, he will be in doubt as to his rights and obligations when he reaches the mark. But his troubles are only beginning. A change of course by one of the yachts, after risk of collision began to exist, may change her status and her right to room at the mark. How does an intervening yacht affect his rights as opposed to those of yachts further to windward or to leeward? Will the bow of the yacht next to windward reach the mark before the starting signal? What are the rights of yachts further to windward and of those to leeward? How about the obligation *to sail a course consistent with the intention of crossing the line?*

The whole existing rule situation in this case is so complicated and absurd that I think the reader will agree that it would be futile to attempt to analyze any four or five yachts meeting.

If we eliminate yachts *A*, *C* and *D* from the diagram, we have (except, as previously noted, for the obligation to sail a course consistent with the intention of crossing the starting line) a relatively simple situation between the two remaining yachts *B* and *E*, provided *B* steers straight for the mark. *B* and *E* are clearly converging, and *E* does not have to give *B* room before the gun (Rule 34), or after it since no overlap (by rule) exists (Rule 31 and Overlap definition). But, if *B* bears away and then luffs nearly parallel with *E* just before the yachts reach the mark, does *E* have to give *B* room after the gun? How far from the mark must *B* assume approximately the same course with *E* to establish an overlap and to be entitled to room?

Now let us inject yacht *C* into the picture. *B* would probably argue that *C* ranked as overtaking leeward yacht, and *C* that *B* ranked as converging windward yacht. The same argument could arise between *C* and *E*. Assuming that *C* is obligated to keep out of *B's* way, and that *E* is obligated to keep out of *C's* way but under no obligation to give *B* room at the mark; does *E* have to give *B* as well as *C* room at the mark after the starting signal owing to *C's* obligation to give *B* room? Can *B* be considered an obstruction of which *C* is obligated to keep clear? The complications are unending and multiply as we inject more yachts into the picture. For instance, can yacht *D* be disqualified for sailing in between yachts *C* and *E*?

It is not surprising that neither skippers nor Race Committees have been able to fathom such situations and that it has become common practice to allow barging. The question of its legality is so moot that it is seldom raised. How often have I heard it said during the course of many years of racing, "It was a close case, too close to protest and the rights of the yachts were in doubt!" True, but the doubt was due to defects in the existing rule structure.

Let us apply the new rules now being used by about sixty yacht clubs to the Diagram I case. Yacht E^2 as leeward yacht has right of way over all yachts to windward (section 8a) and may continue on her course for the weather starting mark until gunfire. She has a right to hold this course irrespective of whether she has the right to luff one or more of the yachts to windward. No skipper would have to review and remember past positions to determine the rights of any yacht. As the five yachts all overlap (Overlap definition) each yacht has right of way over all yachts to windward of her and must keep out of the way of all yachts to leeward of her (section 8a). The overlap in this case is the sole right of way determinative, and each skipper can easily see that overlaps exist. If the yachts reach the mark before gunfire, E^2 can force the other four yachts to windward of it. If the yachts do not reach the mark until after gunfire, at gunfire each leeward yacht must *begin to bear away* (last sentence section 14a) to give all yachts to windward room to round the mark, and all windward yachts that may thus acquire room are entitled to pass to leeward of the mark.

Let us assume that the bow of E^2 is a length from the mark at gunfire. In view of the number of yachts overlapped, it looks as if *A*, *B* and perhaps *C* might have to pass to windward of the mark, because it is physically impossible for *D* and *E* to give them room in spite of the maximum effort to give room that yachts to leeward are obligated to exercise after the starting signal. If *A*, *B* and *C* are forced to windward of the mark, they would have no ground to protest unless a yacht to leeward had been late or slow in altering course to comply with her obligation to *begin to give room.*

As illustrated above and as stated in previous articles, section 14a of the new rules legalizes barging after the gun between yachts that are late in starting. While it is not desirable to permit barging after the gun, it is better to do so, in my opinion, by having a rule the operation of which should be reasonably clear to all hands, than to try to prevent it by rules that operate in so complicated a manner that they have failed to do so.

As existing rules have failed to prevent barging, and as the new rules now legalize it after the start, and as barging is both generally practiced and quite unpopular, the question naturally arises: what should be done to eliminate or substantially curtail barging? Barging after the gun can, I believe, be eliminated, as far as yachtsmen using the new rules are concerned, by redrafting section 14a of the new rules so as to prevent barging after the start and by incorporating, in the form of a preamble to the rules, a word of advice to Race Committees on the proper end of the line (if both ends are available) at which to anchor the Committee Boat and on the proper angle at which to lay out a starting line.

When the Race Committee has an option, the Committee Boat should be anchored at the leeward end of the line in reaching and running starts and at the left-hand end (facing the first mark) in windward starts. Many Race Committees have formed the habit of placing or endeavoring to place the starting line at right angles to the first leg of the course. This practice should be standard only if the first leg is dead to windward, or dead to leeward or nearly so. Note that the Race Committee, supposedly in charge of the start in Diagram I, followed the usual custom of placing the starting line at right angles to the first leg of the course and thereby encouraged barging by making a weather end to the starting line, which in this case happened to be the barging end or right-hand end of the line. Note that a yacht crossing the line on the starboard tack at the right-hand end would be well ahead of a yacht crossing the line on the port tack at the same time at the left-hand end. These two yachts would have met bow to bow (i.e., would have had an equal start) if the starting line had been laid at right angles to the wind, as it should be when the yachts have to make a tack, however short, to fetch the first mark. If the starting line had been laid out correctly, the left-hand starting mark would have been nearer the first mark than the right-hand starting mark, but this difference in distance would have been equalized by the fact that the left-hand mark was further to leeward.

If a start is dead to leeward or nearly so, the line should generally be laid at right angles to the first leg, but if the first leg is a reach with the wind less than four points abaft the beam, the weather mark should be pulled back (or the leeward mark advanced) so that the weather mark is enough further away from

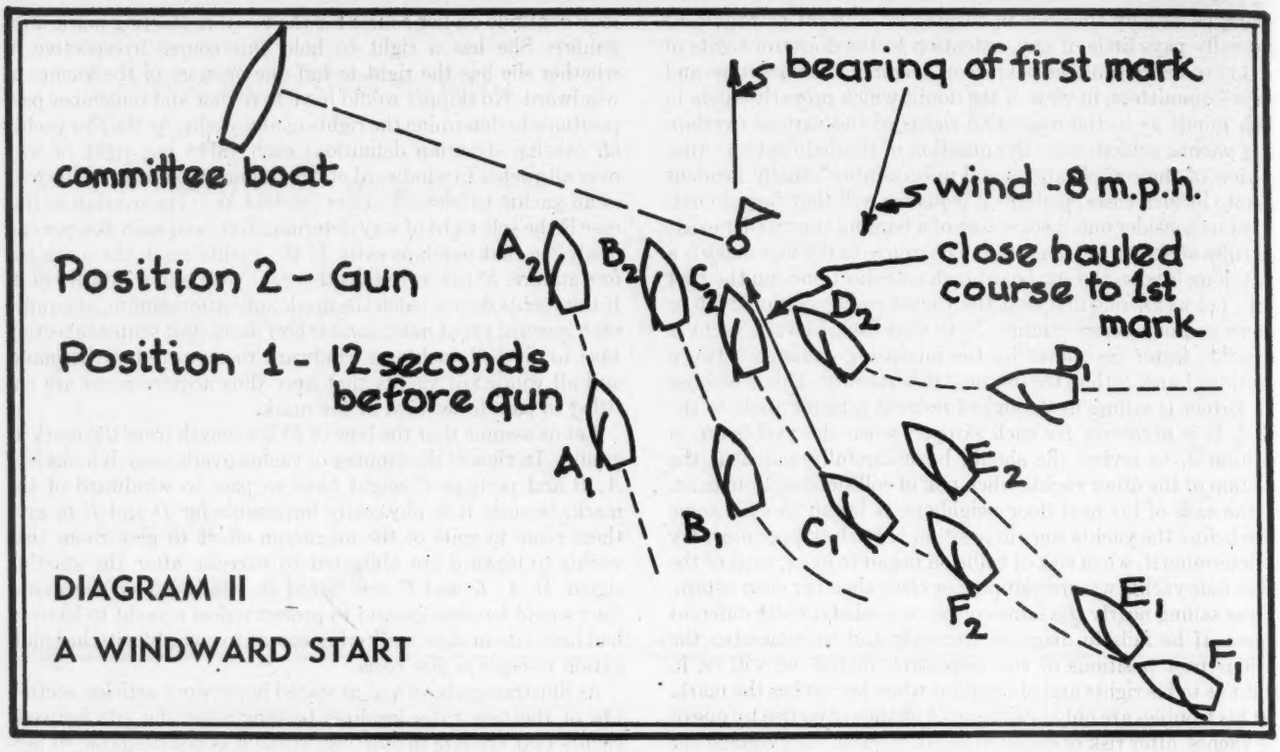


DIAGRAM II

A WINDWARD START

the first mark to insure an approximately equal start to all yachts crossing the line simultaneously, irrespective of their point of crossing. In some cases in broad reaching starts, the uniformity of a starting line may be upset by blanketing possibilities which should always be considered to some extent by Race Committees. In case of doubt, the doubt should be resolved to favor the lee end of the line. I am well aware that many Race Committees have one or more experienced yachtsmen serving on them, and that many committees lay out excellent starting lines today, but I am sure that a word of advice along the above lines published in the rule book would greatly improve the general batting average and make barging infinitely less attractive than it is today. While I have no data to go by, I would like to wager that barging is generally most prevalent today when the starting line is what many yachtsmen call "one ended" and when the good end is the barging end.

Sections 13 and 14, a and b, of the new rules (i.e., the clauses of the new rules dealing with Rounding Marks and Obstructions when two yachts overlap) should, to eliminate barging after the gun, be changed to read:

"*Approaching or Rounding Marks and Obstructions*

13. The presence of a mark or obstruction in no wise affects the rights of yachts as laid down in the General Rules, except that: a. after the starting signal, no leeward yacht shall, by luffing above or continuing to sail above the course to the first mark (i.e., above its compass bearing or above close-hauled if the first leg is to windward), prevent (either directly or by transmission through another yacht) any windward yacht from leaving on the required side a buoy, marker, stake, float or craft surrounded by navigable water and used as a starting mark;

b. when competing yachts that overlap reach and are about to pass a mark (other than one described in clause a) or an obstruction on their weather side; a leeward yacht shall allow all windward yachts room to pass and round it."

The above suggested rule change has not yet been tested and its incorporation in the new rules should await its successful operation in a number of races. Personally, I am convinced that the success of this change is a foregone conclusion and that, coupled with an improved laying out of starting lines, it will definitely eliminate barging abuses, and result in more enjoyable racing because yachts will find it to their best advantage generally to approach the line on a course more nearly approaching the course to the first mark.

Let us consider Diagram II. Note that in both Diagrams I and II the Race Committees have correctly anchored the Committee Boat at the left-hand end of the starting line where there is apt to be the least congestion in a windward start. Although the other end might be the best one from which to observe fouls, the paramount consideration is "safety first," it is safer for contestants to maneuver near a buoy than near the Committee Boat. Note that the course to the first mark and the direction of the wind are the same in both Diagrams I and II, but that the Race Committee has laid out the line correctly in Diagram II, i.e., at right angles to the wind, since the first leg is a beat. Hence there is no natural temptation to barge, since there is no preferred point to cross the line. Under section 13a, as redrafted above, no yacht is ever obligated to depart from her normal course to give any other yacht room at the weather or right-hand starting mark either before or after the gun. Hence complications (in both existing rules and, to a lesser extent, in new rule section 14a as now in use) are removed that are due to the sudden reversal in the obligation to give room at the gun.

But, you may say, this change in the new rules merely substitutes another obligation (i.e., not to sail above the course to the first mark after the gun so as to "freeze out" another yacht) for the old obligation. True, but the new obligation does not involve a sudden transition from "freezing out" to "giving room." It merely involves an obligation not to sail above a normal course (an obligation which generally involves no change of course) if sailing higher would "freeze out." Furthermore, the new obligation applies (except in an unusual case explained subsequently) only to yachts to leeward of the *Close-Hauled Course to the First Mark* imaginary line shown in Diagram II. Yachts to windward of that line are not affected by the new prohibition since after the gun they can, by sailing straight for the starting mark on a course *below the course to the first mark*, prevent an overlapping yacht to windward of them from crossing the starting line. Note that the Race Committee has to watch only nonbarging yachts for a violation of new section 13a, and that, in the case of a windward start, such a violation could be easily discerned by them and by the victims, not only by a luff above close-hauled, but also by its necessary adjuncts; namely, by a lessening in speed and in the angle of heel and by a shaking of sails. Blanketing might, of course, also account for the last three factors.

Now let us consider the rights of each yacht in Diagram II under new section 13a. The yachts are all depicted near the

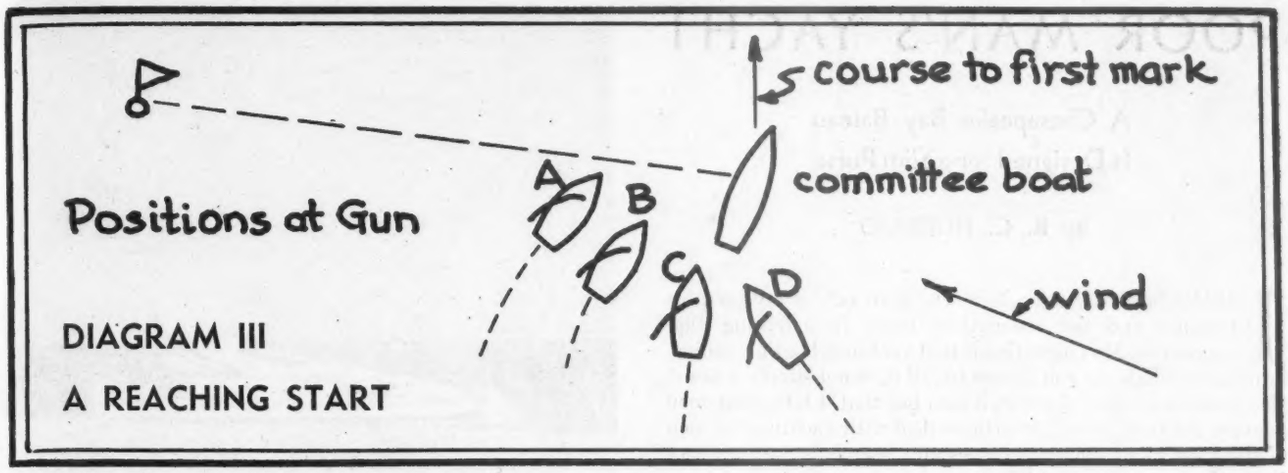


DIAGRAM III

A REACHING START

mark to windward of them, not because they would normally all start at that end of the line, but because new section 13a can apply only to such yachts in the case of a windward start. The yachts are approaching the line in two groups: Group I, yachts *A*, *B*, *C* and *D;* Group II, yachts *E* and *F*, which will be some 30 to 40 seconds late in starting.

Yacht F^1 is clear astern of E^1, traveling faster, and has a choice of establishing her overlap on either side. As shown in the diagram, *F* has elected the lee side because, as *E* is sailing *below the course to the first mark*, *E* could, by continuing to head for the starting mark after gunfire, "freeze *F* out" had *F* elected to make her overlap to windward. Note that *F* becomes right of way yacht as soon as her overlap to leeward is established (section 8a) but that, since *E was forward of F's mast line when the overlap began*, *F* cannot, *while that overlap continues to exist, before starting, luff so as to force E to luff* (section 8, c, i). Therefore, since *E* was heading just to leeward of the starting mark when the overlap began, *E* has a right to pass on the required side of the mark provided she holds her course.

Let us assume that *F* elects to overlap *E* to windward just before reaching position 2 and, realizing after the gun her unfortunate position, luffs to allow *E* to pass clear ahead before reaching the mark. Let us further assume that *E*, irrespective of the consequent loss she would suffer to other competitors, decides to try to "freeze out" *F* at the mark and luffs with *F* to prevent her from falling clear astern. *E* may not luff above close-hauled without violating new section 13a. This is the "unusual case" referred to parenthetically above, where a yacht to windward of the imaginary course line to the first mark can be guilty of a violation of new section 13a.

Yacht *B*, traveling a little faster than *A*, has established an overlap to windward of *A* just before the yachts reached position 2. *B* could safely afford to do so since *A* was physically unable to luff *B* to windward of the mark before the gun. Likewise, *C* could safely afford to overlap *B* to windward. All three yachts are sailing close-hauled in position 2.

Suppose that *A* had luffed as soon as all three yachts overlapped, and had, in violation of new section 13a, continued to hold her luff after the gun. *B* and *C* would have no alternative (in order to avoid a collision) except to continue to respond to the luff, with the result (let us assume) that *C* was forced to windward of the mark. *A*, not *B*, would be subject to disqualification, since *A* alone was to blame, for *C* was forced to windward of the mark because of *A's* illegally continued luff *transmitted to C* through intervening yacht *B* which was physically unable to fulfill her obligation *to bear away to close-hauled at gunfire.*

Yacht D^2 lacks sufficient room to pass between C^2 and the mark, and C^2, the leeward right of way yacht, has a right to maintain her close-hauled *course to the first mark*, irrespective of D^2. It looks as if D^2, if her skipper acts promptly, just has time to ease sheets, luff, then bear away and pass on the required side of the mark clear astern of *C* and clear ahead of *E*.

If we apply new section 13a to Diagram I, yacht E^2, by holding her course for the weather starting mark, can force the other four yachts to windward of it either before or after the gun. Note that if in position 2 from 10 to 15 seconds remain before the start, new section 13a avoids all grief, and in this case it is considerable, connected with having to give room under existing rules in anticipation of the gun and under the new rules now in use after the gun. This sudden change of obligation at gunfire is fraught with difficulty and with danger of collision when several yachts reach the mark a second or two after gunfire.

Now let us consider a reaching start, as illustrated by Diagram III. The Race Committee has, in accordance with the new starting line suggestions for starts at this wind angle, pulled back the weather end of the starting line enough so that a yacht can start to leeward of and abreast of another yacht with her wind clear. But the Race Committee has not followed the new direction to anchor the Committee Boat, when practicable, at the lee end of the line, and it is evident that their failure to do so has materially enhanced the probability of serious collision.

Note that, under existing rules, doubt would arise as to whether *B* and *C*, and *C* and *D*, ranked as converging or overtaking, and as to *B's* obligation to give *D* room owing to the presence of *C*. For this reason, yacht *D* would probably be allowed under existing rules to get away with her barge, without any question being raised as to her rights. But, under new section 13a of the new rules, there could be no doubt either in the minds of the Race Committee or of any of the contestants as to the rights and obligations of the respective yachts.

Yachts *A* and *B* have been holding above the course to the first mark to avoid crossing the line prematurely. *A* has been exercising her right to luff *B* under section 8, c, i, but this section is momentarily overridden after the gun (section 4) by new section 13a, under which *A* and *B* are at the gun obligated promptly to bear away to *the course to the first mark*, since otherwise *B directly* or *A by transmission through B* would prevent *C* and *D* from leaving the mark on the required side. This bearing away by *A* and *B* would allow *C*, sailing on the course to the first mark, to pass between *B* and the Committee Boat. Yacht *D* has no option but to describe a right-hand circle before starting, since *C* is entitled after the gun to continue to sail her course to the first mark and consequently there is no room for *D* to pass between *C* and the Committee Boat. If *D* forced a passage between *C* and the Committee Boat, *C* would have to try to give her room to avoid a serious collision (section 3). *C* should then promptly display a protest flag, and, failing to do so, *D* should be disqualified by the Race Committee after a hearing instituted by it. However, it is unlikely that *D*, clearly knowing that she had no rights, would attempt to force a passage between *C* and the Committee Boat.

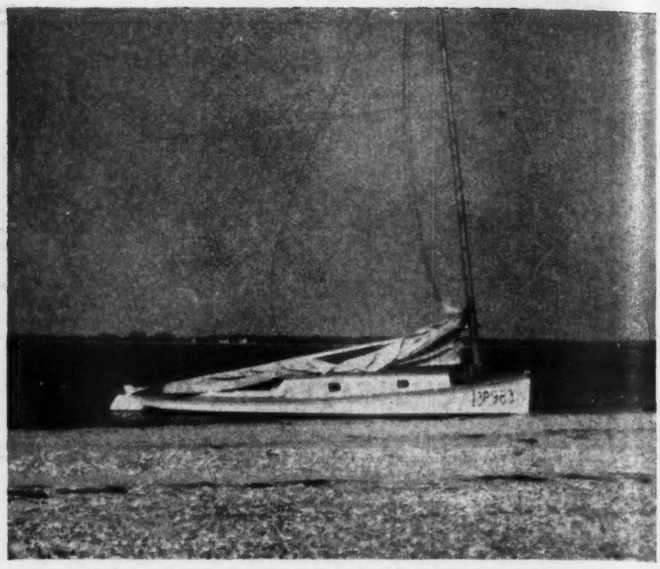
Suppose we eliminate yacht *C* from the diagram, and assume that only *A*, *B* and *D* are approaching the line. Note that *A* and *B* are still obligated to bear away to the course to the first mark in order to allow *D* to pass between *B* and the Committee Boat. In other words, the fact that a yacht is barging after the

(Continued on page 100)

POOR MAN'S YACHT

A Chesapeake Bay Bateau Is Designed for a Slim Purse

By R. C. HUBBARD



The price for the hull, cabin shell, mast and sail was $200!

I HAVE a conviction which was born out of my own experience and the associations made in acquiring that experience. My conviction is that yachting, boating, sailing, cruising or whatever you choose to call it, is not simply a desire that gets under the hides of rich men but that it hits many men who are far from rich. Few articles deal with yachting for men of the most modest circumstances and few plans are drawn of boats they can afford which are also big enough to "go some place in." Yet there are such men and women — and lots of them.

I was one of them. I should say we were two of them; my cousin Ed and myself. We'd rented a skiff and we built a little sail boat but at our feet was the tremendous, historic and picturesque Chesapeake Bay with its countless tributaries. We wanted a *sailing* vessel that would let us explore all of it, the wide reaches clear down to Norfolk and all the little creeks 'way up past Georgetown on the Sassafras River.

We needed a ship that would carry us (not in too much comfort, necessarily), safely wherever we headed. With this need established, we next looked at the resources and discovered that $300 was our absolute limit. Having made this discouraging factual discovery, we set out to find not our dream ship — for she would be over $3000, not $300 or under — but a ship to fit our pocketbook. We made our departure by automobile from Cambridge, Maryland, went from there to Salisbury, Pocomo City, and then crossed the line into the eastern shore of Virginia. We were heading for Saxis Island because we had been told that down there we might find our ship. We traveled down the great highway until we hit a cross road called White Church and at that point we turned to our right. Over a sand and corduroy road, we headed for the middle of the Chesapeake Bay.

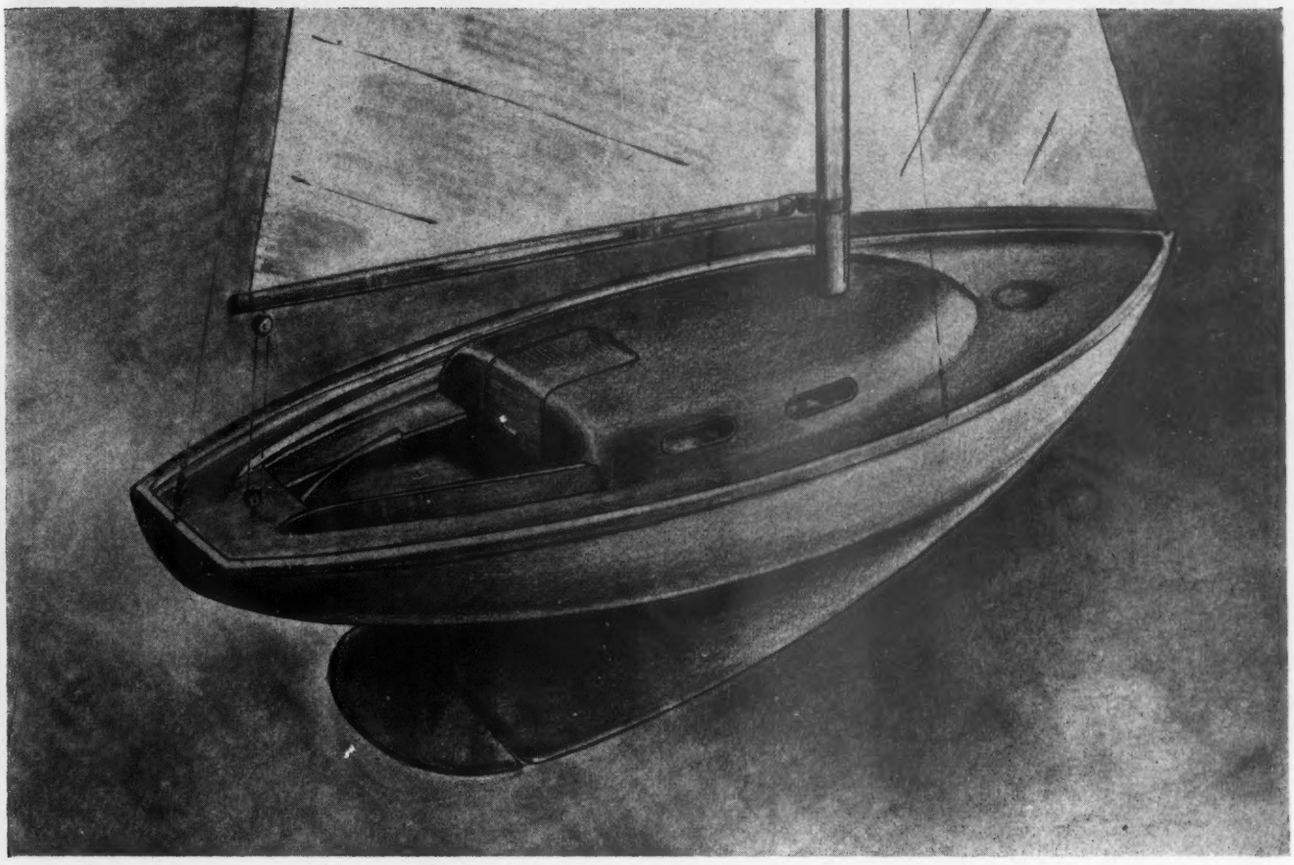
Saxis Island is not really an island. You go through a village with a post office (Sanford, Virginia), then you cross a ditch and you're on the "island." I'll never forget it. It was a beautiful spring morning and here we were in the land of boats we could afford. Well, sir, we were in and out of boats all day but we saw none that we were too happy about. This was principally because of their age and condition for their style pleased us. They are called bateaux and they run from 20′ to 35′ o.a. with a beam about one third the length. They are sharp forward, pulled in nicely in the stern, and are deadrise-built with a hard chine just where the sides hit the water. Here to us was utilitarian value. The boats are built to dredge soft crabs and so are low-sided aft to give ease in hauling in the dredges. There is plenty of lift to the bow so that rough water will not interrupt business operations.

All we needed was to find one that suited us. Finally a native said: "Why not have one built? My father'll do it for you." Eventually, after a lot of dickering, that's what happened. Severn Miles (rather a nautical name) agreed to build us a 25′ bateau after his own model. He said he would put a cabin "shell" on her but would not build her if we put an engine in. The price for the hull, cabin shell, mast and sail was $200! Perhaps I'd better stop and explain my use of the singular term "sail" instead of "sails." This type of boat has one mast stepped 'way up in the eyes of her, like a cat boat. The difference is that this mast is raked aft a good deal and is unstayed. This business of raking the mast sends her to windward far better than any cat boat ever thought of going. At the same time it makes the boat amazingly easy on the helm even though she does not have the benefit of a headsail. The sail, incidentally, is what is termed a spreet sail, that is, a sharp-headed and loose-footed sail, spreeted aft on the biggest spreet pole I'd ever seen. I've seen bigger since, for I've seen bigger bateaux. This rig will make you smile, perhaps, but keep in mind that it is a work boat rig, not coming from the board of a skilled draftsman but from years of experience of men seeking the rig that would do the best job with the least trouble. Certainly, for the man with a limited pocketbook, it is a honey. There is only one sail to care for and only four lines to renew!

The only lines you have are halliard and downhaul, a snotter to spreet the sail aft, a topping lift and a sheet. This rig is absolutely the simplest type for one man to handle. And don't get any misconceptions from my statement that she's a work boat with a work boat rig, nor imagine that every windjammer on the Bay passes her smartly and haughtily to windward. Not at all! When Mr. Miles wrote me, seven weeks after we ordered her built, that she was finished and floating he also stated, and I quote: "She's solid wrapped up in cotton, and will she go — oh boy!" I too may say that after seven summers of banging the bateau all over the Chesapeake. We've never turned down the opportunity of a brush with anybody, from a three masted ram to a Moth, and we're rarely licked. We've had to doff our hats to a Star on a thrash to windward, and then have shellacked her royally as we swung off to a quartering breeze. As for Lightnings, Comets and the like — why, we just gobble them up! We think this is a good performance record for a 25′ deadrise bateau which is heavily built of yellow pine, has a 6″ by 8″ keelson in her and has no expensive gadgets.

For those of you who like to cruise, let me recount for you the high spots of a wonderful cruise we took three summers back. With all the ambition and courage that motivated Columbus, we decided to sail down the Chesapeake to Norfolk, from there down through the Intercoastal Canal to Currituck Sound. Then through the Virginia Cut to the North Landing River, and then on out into Albemarle Sound, to wind up at Manteo on Roanoke Island. By this time, we had installed a one lung four hp. two-cycle "Motor-go," sold by Sears Roebuck long before I ever saw the light of day in this world — and that was some time ago. Out of due respect for this motor, let me say that if you treat it right and keep your main bearings tight it will run indefinitely. It knocks the old hooker along about six miles an hour and, with the air valve on the carburetor shut, takes only about a gallon of gas an hour. Open that air valve up and you get two miles more an hour, which is power enough to kick through any sea or tide. We then use three gallons of gas an hour. Except in the case of an emergency, we use the motor with the air valve shut up. Incidentally, after running this old baby for five years now, we subscribe to the theory: "Give us gas and give us spark and we'll fire it in a hollow log."

(Continued on page 106)



A schematic drawing of an all-plywood auxiliary, molded in two sections

YACHTING'S DESIGN CONTEST

SECOND PRIZE: CRUISING AUXILIARY BY AN AMATEUR DESIGNER

Designed by H. W. VAN STEENWYK

Judges' Comment: This is an extremely interesting group of schematic drawings of a plywood boat which is *molded* in the true sense of the term. It has been selected as a prize winning design because of the constructional innovations and design ideas which have been introduced, rather than for the lines or general appearance.

As will be seen in Sheets No. 2 and No. 3, both the deck and the hull section are molded in one piece leaving only the keel, rudder and mast to be added to complete the assembly. The last named is also molded in one piece (the spreaders being made of molded plastic laminate). Although the Judges are not in a position to confirm the practicality of all aspects of such molding, the experience of aircraft manufacturers and the fuselages which they have produced by such processes would appear to confirm the designer's contentions. While, as he admits, various factors can render large moldings economically impracticable there is little question but what quantity production of the units would go a long way toward greatly reducing the ultimate cost.

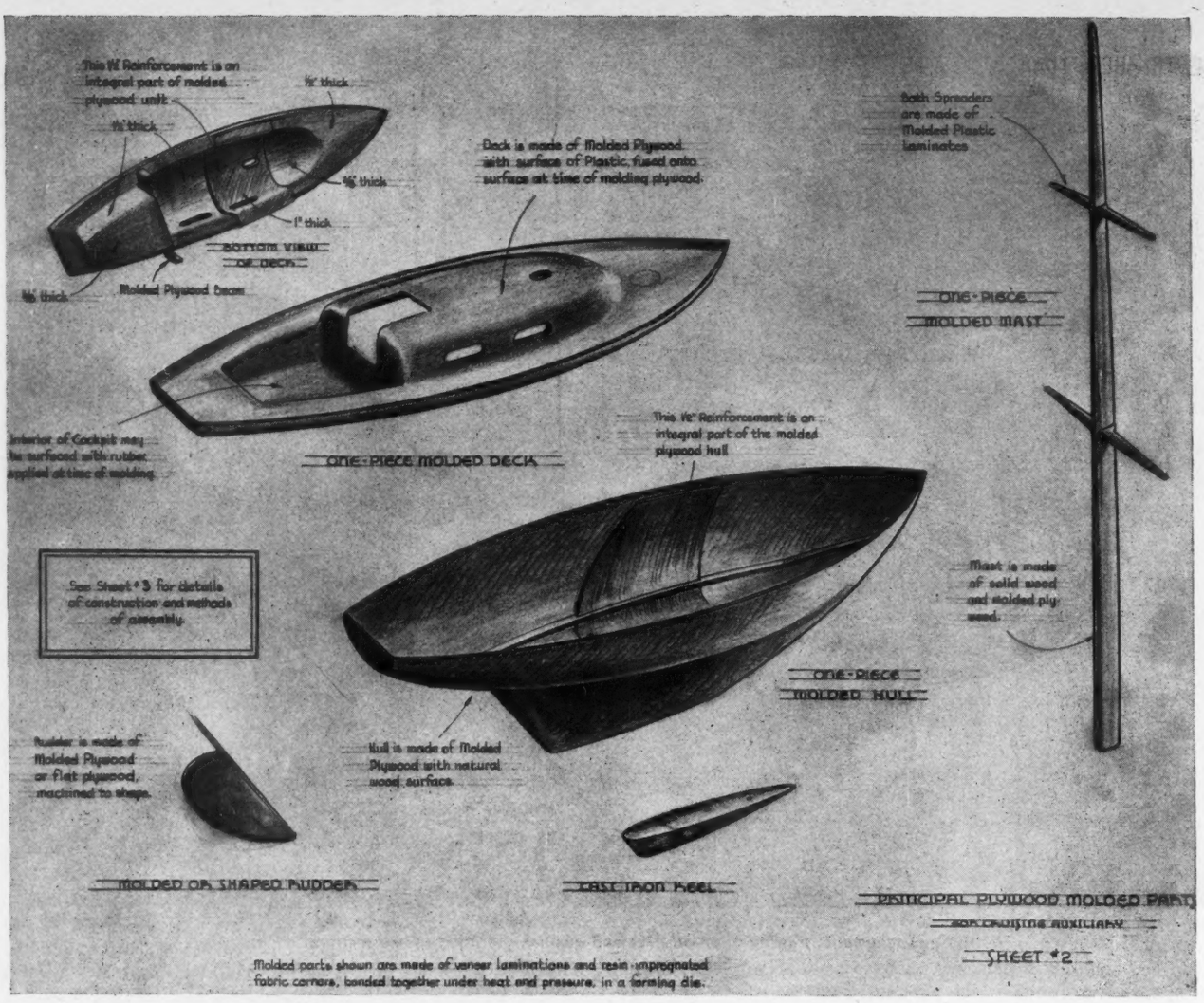
Sheets No. 2 and No. 3 warrant careful study, as here are to be found many details of construction not described by the designer. Of special interest are items such as the "roll top desk" type of flexible hatch slide, the molded rubber rail cap, which is cemented to the rail, the plastic deck surface and the rubber surfacing of the cockpit floor.

Designer's Comment: The ideas shown were developed with the concept that *materials* and their related structural possibilities, characteristic of their properties, should be of fundamental importance for the development of boats of today as well as those designed for postwar use. With this thought as a basis, the drawings endeavor to portray some possibilities for the construction of a cruising auxiliary.

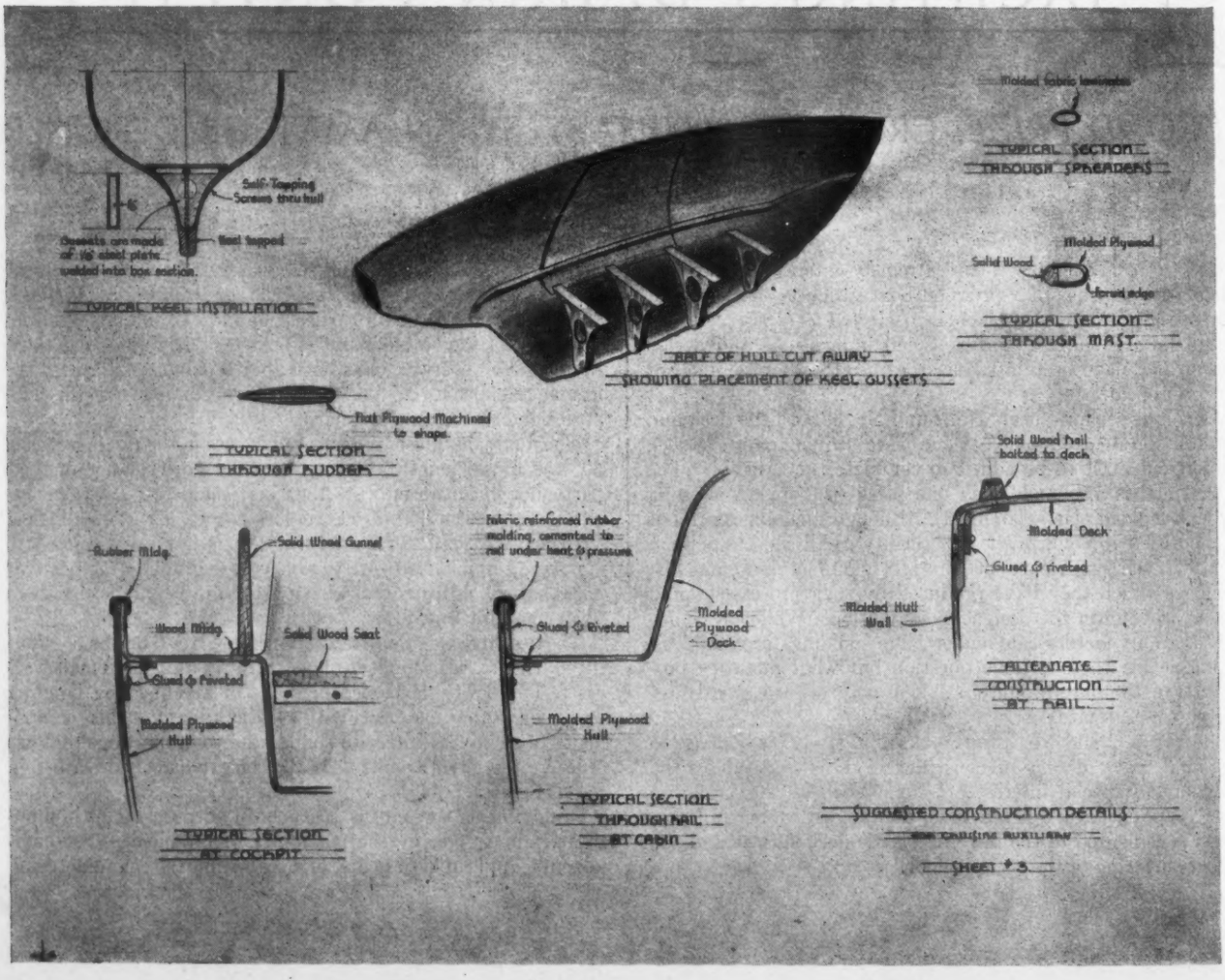
The many designs of cruising auxiliaries in the range between 30′ and 35′ in length, showing excellent performance in their particular localities indicate that just *one* design intended for all around cruising performance does not appear to be a logical solution. We shall, fortunately (if the writer is permitted to express his opinion here) be unable to design today the postwar boat that will do away with all naval architects and permit them to live happily ever after.

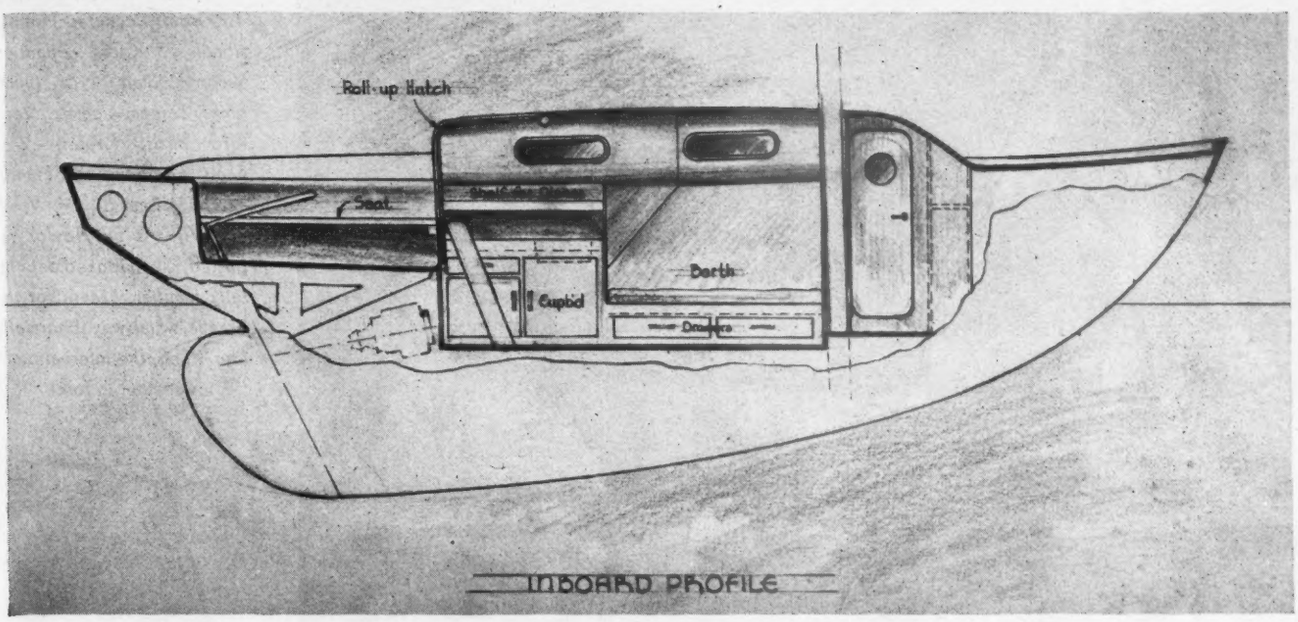
The design ideas submitted herewith are based on the possibilities achieved with molded plywood in aircraft and small warcraft. The newly developed methods of molding and bonding woods and other materials with plastic adhesives into components of relatively intricate shapes and to proportions that are of interest to naval architects have been extensively described in recent months.

In presenting these ideas, it has been purposely kept in mind to attempt to convey the possibility of producing large components, applicable to boats, of sizes within the manufacturing


This ½" Reinforcement is an integral part of molded plywood unit
½" thick
½" thick
¾" thick
1" thick
BOTTOM VIEW OF DECK
½" thick
Molded Plywood Beam
Deck is made of Molded Plywood with surface of Plastic, fused onto surface at time of molding plywood.
Interior of Cockpit may be surfaced with rubber applied at time of molding
ONE-PIECE MOLDED DECK
Both Spreaders are made of Molded Plastic laminates
ONE-PIECE MOLDED MAST
This ½" Reinforcement is an integral part of the molded plywood hull
See Sheet #3 for details of construction and methods of assembly.
Mast is made of solid wood and molded plywood.
ONE-PIECE MOLDED HULL
Rudder is made of Molded Plywood or flat plywood, machined to shape.
Hull is made of Molded Plywood with natural wood surface.
MOLDED OR SHAPED RUDDER
CAST IRON KEEL
PRINCIPAL PLYWOOD MOLDED PART FOR CRUISING AUXILIARY
Molded parts shown are made of veneer laminations and resin-impregnated fabric corners, bonded together under heat and pressure, in a forming die.
SHEET #2

Sheets No. 2, above, and No. 3, below, explain the pertinent construction details


Self-Tapping Screws thru hull
Gussets are made of ½ steel plate welded into box section.
Keel bolted
TYPICAL KEEL INSTALLATION
Molded fabric laminates
TYPICAL SECTION THROUGH SPREADERS
Molded Plywood
Solid Wood
Grooved edge
TYPICAL SECTION THROUGH MAST
HALF OF HULL CUT AWAY SHOWING PLACEMENT OF KEEL GUSSETS
Flat Plywood Machined to shape.
TYPICAL SECTION THROUGH RUDDER
Solid Wood Nail bolted to deck
Molded Deck
Glued & riveted
Molded Hull Wall
ALTERNATE CONSTRUCTION AT RAIL
Rubber Midg.
Solid Wood Gunnel
Wood Midg.
Solid Wood Seat
Glued & Riveted
Molded Plywood Hull
TYPICAL SECTION AT COCKPIT
Fabric reinforced rubber molding, cemented to rail under heat & pressure
Glued & Riveted
Molded Plywood Deck
Molded Plywood Hull
TYPICAL SECTION THROUGH RAIL AT CABIN
SUGGESTED CONSTRUCTION DETAILS FOR CRUISING AUXILIARY
SHEET #3



Above, the inboard profile and below, the accommodations plan. Although her construction is unorthodox, the interior arrangement is conventional

capacity of the various plywood producers. Hulls and decks may be molded in one piece up to 50′ long by about 10′ of beam. However, it is realized that various factors can render large moldings uneconomical, and estimated process analysis will be helpful as such analysis may well affect new designs.

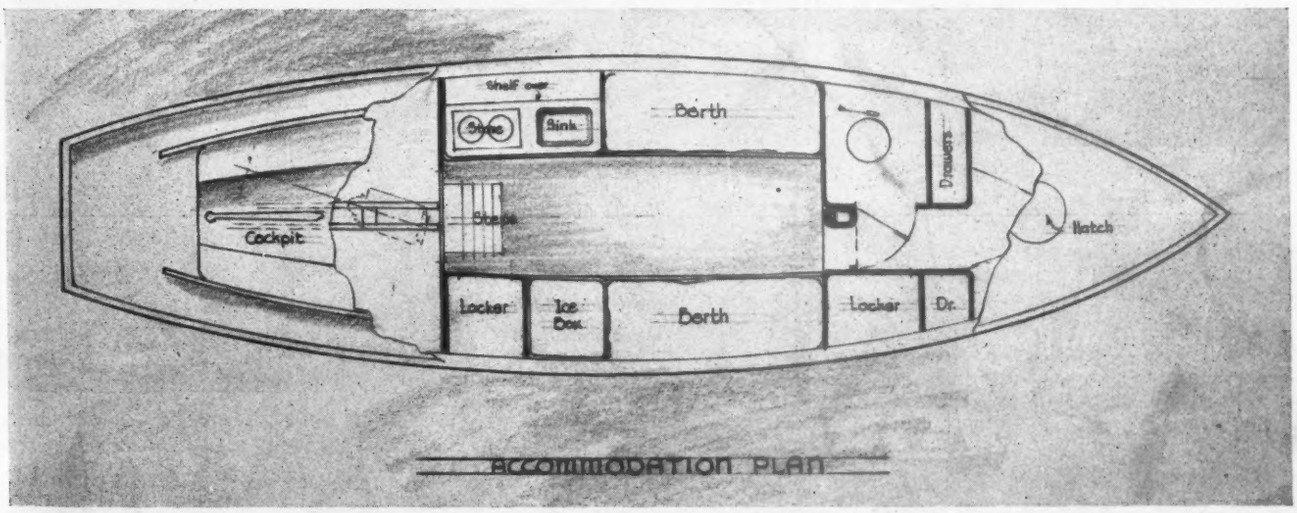
It is apparent that these molded components permit unusual structural designs. An important advantage of the large single molded parts is the absence of joints, reducing weight in construction, leaks and maintenance. Molded plywood, however, can be economical in its application only if the parts are designed to carry stresses as a part of the structure, an effect generally called "stressed skin." For instance, if it appears from process analysis based on available equipment and factory conditions, that a particular boat — such as one shown on these pages — should be made out of many smaller components than are proposed here, these components should then be properly designed and be made parts of complete subassemblies. The orthodox method of building a frame first and covering it with molded panels of plywood or plastic should be avoided.

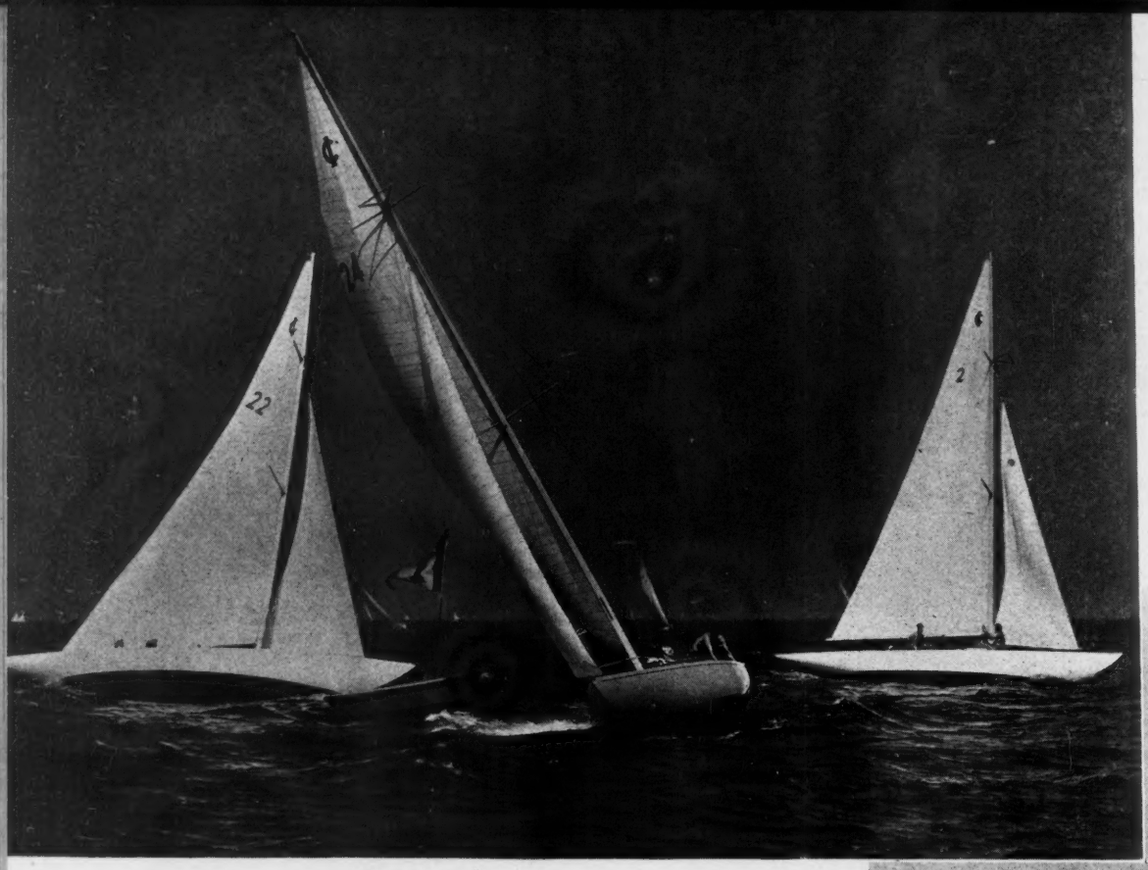
It is estimated that, using chiefly plywood, with a well thought out design and properly executed assembly methods, roughly 15 per cent (by weight) of material can be saved and a reduction of 30 to 40 per cent of man hours can be attained over the present plank construction. The gradual adaptation of these materials for boats is evident, as the final product can function more efficiently because of reduced weight, and with greater economy because of reduced maintenance expense. Interested boatbuilders may, eventually, either install molding equipment or resort to the assembly line principle, having molded parts made or sections prefabricated.

Referring to the drawings, it will be apparent that not all related factors have been covered. There is the selection of wood. As far as the molding methods are concerned, most woods suitable for hulls can be processed and are not seriously affected by the processing. It is thus a matter of cost and preference.

Another factor which is of great importance is the protective coating on the outside surfaces. Several coats of first quality paint will be as good as anything today. In addition to the already known resin-impregnated outer veneers, there is the phenol resin-treated fabric applied to the outer surface in the molding process. Application of these materials provides firm priming coating with a maximum of exposure resistance, even if maintenance is neglected. Phenol resin-treated fabrics have been applied to deck and cabin roof surfaces. Surfaces subjected to wear should be of phenol resin-impregnated fiber glass. All these fabrics are cured in place under high temperature.

There is a good deal of controversy about the kind of resin that should be used for exposed parts. Phenol resins have thus far proved to have superior exposure resistance properties, but urea and other resins may be used.

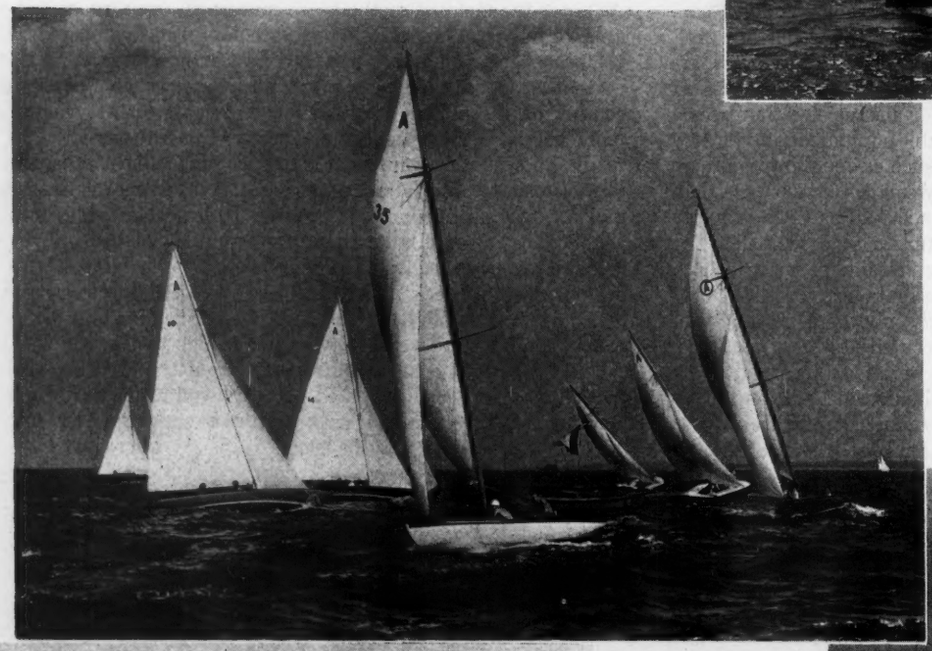




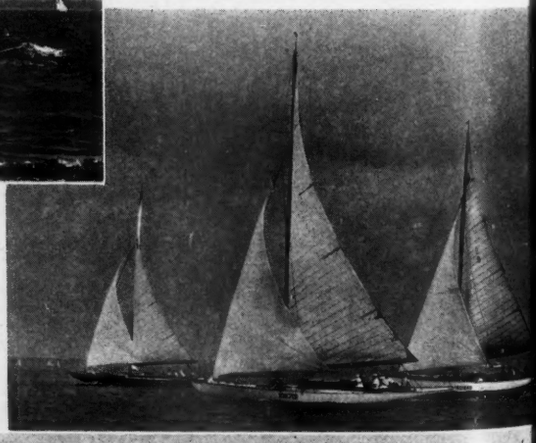
One day's starters, totalling 150 boats, included Internationals, S Class, Atlantics, Victorys, Stars, 110s, Lightnings, Snipes, Comets, Stamford Birds, Pirates, Wee Scots, Rainbows and Handicap Divisions III, IV, V, VI and VII. As Bill Taylor reported, "It all looked delightfully familiar, except for the breeze, which was abnormally fine." Left, the Internationals were out in force

LARCHMONT RACE WEEK

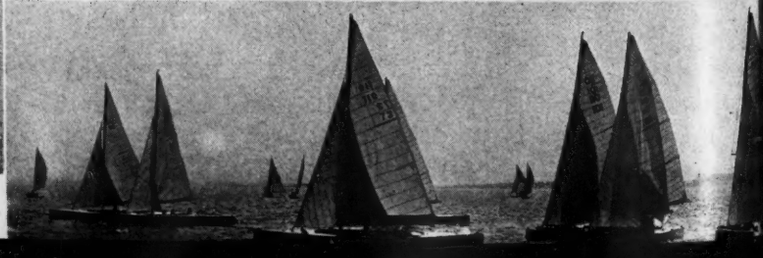
The largest and most diversified fleet since Pearl Harbor, 721 starters, came out for Larchmont's 46th Annual Race Week. Five days of racing under almost perfect conditions won for Alex Gest and his Race Committee the plaudits of all hands. Rosenfeld photos



Above, the 23-year-old S Class, today one of the strongest on the Sound, provided some of the week's most active competition. Left, a part of the Atlantic fleet rounding a mark. Below, the three boats in Handicap Division III fought a nip and tuck battle throughout the series



Left, the Comet flotilla (and one Snipe) round the lee mark. Below, the Lawley 110s were much in evidence



THE MONTH IN YACHTING

ROYAL NEW ZEALAND Y.S. DESIGNING COMPETITION

▶ Word has recently been received of the design contest for a sailing yacht which is being sponsored by the Royal New Zealand Y.S., the senior Royal club of New Zealand which was founded in 1871. In describing their local waters, the Commodore of the Club states that "we hold ourselves fortunate in our situation, for we have a wonderful coast dotted with first class anchorages and only sparsely settled. The prevailing winds are offshore, the temperature of the water is warm and fogs are rare and shortlived, so that coastwise cruising is a national pastime from November to the end of April.

"These conditions have influenced the type of yacht commonly favored in these waters. Our members admire a fast and nimble ship, but are not prepared to discount for speed alone those factors necessary to enable them to take advantage of cruising on the coast. Thus a composite type has been developed.

"For the purpose of this competition, experienced owners and yachtsmen have collaborated in framing the suggestions for the competitor. We wish to prepare for the day when our service members return, and to save them time and research when it comes to building yachts again. We are anxious to collect ideas for them and weld them, or find them welded, into the best ship for our conditions."

The conditions specify a yacht to conform approximately to the following specifications: l.w.l., 26′; l.o.a., 36′ to 38′; beam, 9′; and draft, 5′ 6″. They also state that she should be able to "carry sail in strong breezes, which frequently prevail in Hauraki Gulf." The Editors of YACHTING will be glad to furnish copies of the conditions on request.

New Zealand Herald

The "breezes" of Auckland harbor are famous

THE EDGARTOWN REGATTA

▶ Wars and their attendant evils may come and go but the Edgartown Y.C. regatta goes on forever. The spirit of a people who have split tacks with blockade runners in the wars of sailing ship days, will not omit tending sheets or trimming canvas because a war is being fought, even next door. So the regatta was sailed, on the 4th and 5th of August, only the ocean race being omitted because of war restrictions.

Sixty-eight and 70 boats started on the respective days, including a cruising class of eight in each race. Spectacular in the extreme, these races of the cruising class, because of lack of wind and the devilish vagaries of the tidal currents in Cape Pogue Bay, but the gods favored the races with at least a capful of wind for the final finish, perhaps understanding that this would be enough. For there were patched sails and long splices in halliards, there were no light sails carried by the larger craft because they were all short-handed, and trouble might have resulted had the wind piped to the half-gale force which Edgartown traditionally favors.

H. S. Van Buren's sloop *Wind Lass* took both firsts in the cruising class, outsailing everything that started with her on both days. What she found to make her go must forever remain a mystery, for she walked away from the fleet when the rest were literally becalmed. *Vicky*, the little ketch of Lawrence Miller, of Nantucket, was second on the first day, but *Sulin II*, Charles Murray's sloop, which finished third, secured second place on time allowance.

In this first race, Bill Bradford's sloop *White Lie* finished far astern, attracting little notice from the fans, but on the second day she finished second, following an incident that was distinctly unusual, even at Edgartown.

Virtually becalmed in a fast tide at the lee buoy, the Hedge Fence gong, the whole fleet of the cruising class lay rolling and some even drifting astern, with the Yankees sailing into them to add to the confusion. At times, several of the boats were entirely out of control and only the gods of the deep know how a dozen fouls were averted. But one took place, and with results that were startling. The schooner *Landfall*, Fred C. Phillips, nosed into Bradford's sloop and literally boosted her around the buoy. The position was not the best, perhaps, but she was around when the breeze struck and it did not look to the patrol as if the turn could have been made nearly as close under sail, in that almost absent breeze.

Tara, Mrs A. F. duPont, Jr., and *Monsoon*, R. V. Wakeman, both made firsts in the Yankee Class, and both were spectacular finishers from the distance by which they led the fleet.

It would not be just to mention the annual Edgartown regatta without due reference to Past-Commodore Alexander E. Orr, prime arranger, and god in the machine aboard the committee boat. Next year's regatta is already guaranteed, since the committee boat had not docked, following the final race in this year's regatta, before Commodore Orr was planning and considering changes, improvements and even signing up entries for 1945!

JOSEPH CHASE ALLEN

LLOYD'S REGISTER

▶ Although no issue of *Lloyd's Register of American Yachts* has been published since the beginning of hostilities, nor will one be issued until the end of the war, the publishers are anxious to obtain data regarding changes of ownership as well as the construction or conversion of pleasure vessels. Information regarding private signals, yacht club elections and similar matters is also desired. Information should be sent to, and yacht registration blanks may be obtained from, the publishers at 17 Battery Place, New York 4, N. Y.

Fred Runnels

The Crescent Yacht Club is the center of Detroit's reawakened Star fleet

DETROIT STAR FLEET COMES BACK TO LIFE

▶ New blood injected into old veins has brought the Detroit Star fleet back to life after several dormant years. Fleet Captain Dick Miller and Eino Nurme are mainly responsible for the reawakened interest. Two years ago, there were only three local Stars but, after a successful season of point score competition, three more boats were added to the fleet, all of which are based at Crescent S.Y.C.

This season the fleet scheduled 54 races including all regattas, the Great Lakes Championships, South Shore Regatta, at Vermilion, Ohio, and the I.L.Y.A. Regatta. Three trophies were donated to the fleet, which are sailed for in three separate series during the season.

Early in the season the fleet set the wheels in motion which brought the Great Lakes Championships to Detroit. August was a busy month with the participation in the I.L.Y.A. regatta at Put-In-Bay, the elimination series to determine the representatives of the Great Lakes Championships, the South Shore Regatta, the Crescent S.Y.C. Regatta, the World's Championships, at Chicago and finally the Great Lakes.

More or less of an international home and home series was cooked up between the Detroit fleet and the Sarnia, Ontario, fleet in July. On the 9th of July, the Detroit fleet towed 70 miles up the St. Clair River to Sarnia to sail two races against the Sarnia fleet. Alex Allardyce, of Detroit, and George Harris, of Sarnia, tied for top honors by each taking a first and second in the two-race series. The winner was decided by the toss of a coin which gave Harris the nod. The following week-end the Sarnia fleet returned the visit. The Detroit fleet won team honors by a good margin.

FRED RUNNELS

A YACHT FROM THE SKIES

▶ The coast patrol ship *St. Augustine* lay in a Florida port. The big converted yacht was at this time under the command of Lieut. Parker Hatch who, in peace time, was an enthusiastic small boat sailor and had taken his little schooner *Seaward*, flying the Cruising Club flag, into every nook and cranny of the New England coast. While busily engaged in the routine work so necessary to the conditioning of a ship in port, a message from Air Observation was handed to the commanding officer, which informed him that a live torpedo had been sighted at such and such a point and he was directed to proceed to sea and secure it.

At once *St. Augustine* got under way and, at the designated place, sighted an object floating on the surface. She approached with caution and discovered that the floating object was not a torpedo at all but an auxiliary gas tank jettisoned from an airplane. It was a steel cigar-shaped tank floating high and apparently quite at home in the water.

Taken on board, Lieut. Hatch looked it over carefully. It seemed uninjured and, as they steamed back to report, an idea gradually took shape. A yachtsman is always a yachtsman, and any object, from a raft to a tub, is evaluated in terms of boat. So it was only natural that he should make contact with the Air Force, which gladly gave permission to do anything he liked with the discarded tank. The ship's mechanics went to work cutting a square hole in the tank for a cockpit, welding on a shallow fin keel with 200 pounds of lead attached, contriving an ingenious rudder hanger out of odds and ends of pipe fittings, welding on eye bolts and straps here and there and finally painting the curious contraption into a startlingly lifelike imitation of a shark.

A slim mast spread a single jib-headed sail. Finally the great day came. *Little Augie* was lowered to the waters of Key West Harbor and, manned by Lieut. Hatch, demonstrated her ability to sail. She was, I understand, quite surprising for a tank, only 12 feet long by about three and one-half feet diameter. Of course there were no watertight bulkheads, self-bailing cockpit or that sort of thing. The skipper sat low on the slats in the bottom and probably prayed that no heavy sea would come aboard, but he was actually sailing, and in a boat of his own design.

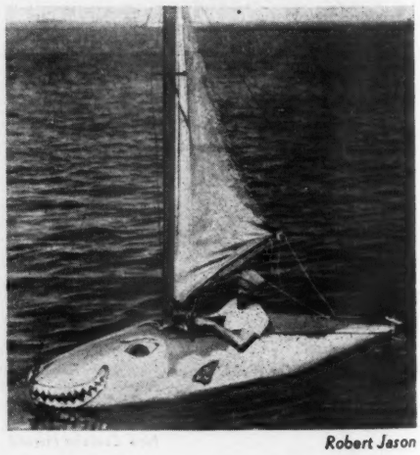
Came the winter, and *Little Augie* was laid up on shore with hopes of sailing again in warm weather. Tragically, war laid its fateful hand on *St. Augustine* and she went down in collision while doing patrol duty off the Jersey coast. Lieut. Hatch, as so many other fine officers have done, went down with his ship, and *Little Augie* was left an orphan. Through the kindness of the Commandant at Staten Island, she was carefully crated and sent to Mrs. Hatch at Hingham, who in turn presented her to the local yacht club. But apparently no one in the club cared to sail her. Perhaps they lacked the confidence and ability of Lieut. Hatch; in any event, her days are numbered, as her thin shell is rusting badly and undoubtedly will soon break through.

FRANK VINING SMITH

NEW CUTS IN GAS ALLOWANCES

▶ Gasoline rations for motor boats and auxiliaries powered by inboard engines will be curtailed sharply and allotments for outboard craft will be trimmed to a lesser extent, effective October 1st, states a recent release by the Office of Price Administration.

The adjustment for inboard engine rations cuts from 125 to 24 the maximum gallonage permitted in any three-months' period. The maximum quarterly allotment for outboard boats is reduced from 20 to 10 gallons. The formula for determining specific allotments remains the same. Two gallons will be granted for each rated horse power of inboard engines; two and a half gallons will be permitted for outboard craft. Rations, however, may not exceed the new maximums.



Robert Jason

"Little Augie" was something to behold

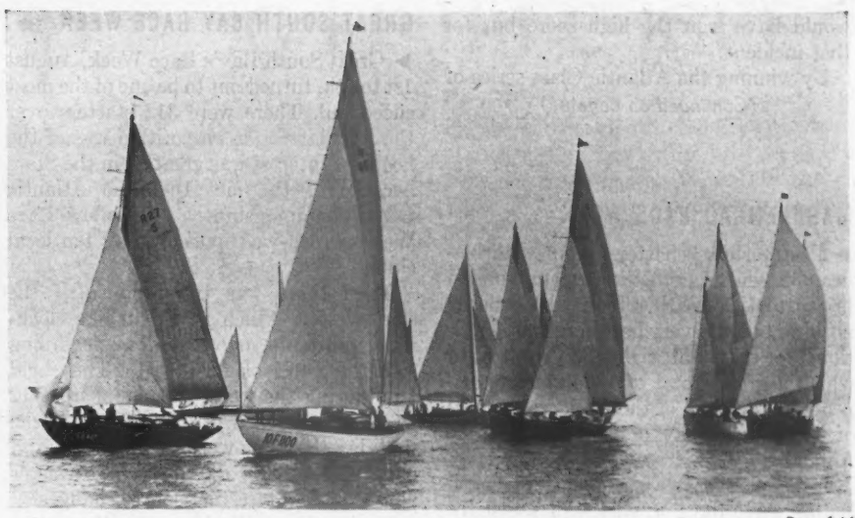
THE INTER-LAKE REGATTA AT PUT-IN-BAY

▶ About 150 yachts competed in the 51st annual regatta of the Inter-Lake Y.A. at Put-in-Bay, O., on August 7th to 9th, representing the 51 member clubs. Following usual custom, the boats sailed three successive mornings, Monday, Tuesday and Wednesday, total points deciding the championships of the various classes. In addition to these races, there were Blue Water long distance races from Toledo, Cleveland and Detroit. In some cases, the boats raced home. The sailors were favored with all kinds of weather, from the brisk northeaster of the first day, which dismasted several of the contestants, to the comparative calm of the third day.

Alex Winton, Jr., past commodore of the Cleveland Y.C., dominated the R Class with *Puffin*, winning the Northrup Cup for the fourth successive time. The 30-Square-Metre Class, racing at Put-in-Bay for the first time, brought entries from Cleveland and Detroit. Wade Rapprich's *Bacardi* was the winner with *Brilliant* and *Starling* second and third. All three hail from the Cleveland Y.C. *Shamrock*, owned by the Kerr-Wunsch syndicate of the Bayview Y.C., Detroit, won the Eight-Metre Class, with *Bangalore*, skippered by Bud Doyle of the Youngstown Y.C., second. The Six-Metre Class went to *Noreg*, Gordon Saunders, of the Detroit B.C.; *Solenta*, Toledo Y.C., taking second. Al Wakefield, of Vermilion, O., took the Star Class in three straight heats with his *Dickery* and Commodore Gordon Douglass, also of the Vermilion B.C., took three straights in the 14-foot International Dinghy Class.

Auxiliary races were exceptionally hard fought from start to finish. *Shagbark*, owned by H. M. Hitchcock, of the Mentor Harbor Y.C., but sailed by Dick Newpher, took the cruising class, with Nev Foster's *Florence D*, of the Cleveland Y.C., second and *Duchess*, Commodore Stewart's Mentor Harbor Y.C. flagship, third. The racing-cruising class went to *Revelry*, Claire Jacobs, Grosse Pointe Y.C., with *Falcon II*, R. H. Bostwick, Mentor Harbor Y.C., second. In the smaller classes, *Caprice*, Don Wright, Crescent Sail Y.C., took Class C; *Sandbar*, D. J. Nadeau, Maumee River Y.C., won in Class L; *No Name*, Earl Seitz, Sandusky Y.C., in Class K; *Flogeo*, owned by George Butts, of the Sandusky S.C., in the Interlake Class; Lightning honors went to *Yankee Doodle*, W. Swindeman, Bay View Y.C., Toledo; Comet honors to *Wimpy*, L. R. Heinfrank, Maumee River Y.C.; National One-Design to *Barbie*, Gordon Frost; Snipes to Carl Zimmerman, Portage Lakes Y.C.; Nippers to G. LeBlanc, Grosse Isle Y.C., and Y Fliers to Fremont Voss, of the Chippewa Lake Y.C. In the Universal Class, *Sea Lark*, big Ten-Metre Class boat owned by E. H. Holzworth, of the Buffalo C.C., was the winner.

JOHN G. ROBINSON



Rosenfeld

The twilight start of the New York Yacht Club's Centennial overnight race

WILLIAM FIFE

▶ One of the world's great yacht designers, William Fife, of Fairlie, Ayrshire, Scotland, died on August 11th at the age of 88. The third generation of a family famous for building and designing ships, Fife went to work in his father's shipyard when he was 17 years old. After serving his apprenticeship he struck out for himself, and for some time was superintendent of Inglass & Co., where he built many large steamships and sailing vessels. Later he returned to his father's yard, and in the ensuing years he designed three of the five *Shamrocks* with which Sir Thomas Lipton sought to capture the America's Cup.

According to W. P. Stephens, for many years editor of "Lloyd's Register of American Yachts," the 20-ton *Clara*, designed by Mr. Fife, was "unbeatable" in America in 1885 and 1886, and his cutter *Minerva* dominated the 40-class in 1889 and 1890. It was the success of these two craft that brought Fife's skill to Lipton's attention.

GEORGE N. WALLACE

▶ George Neuman Wallace of New Rochelle, N. Y., and long a prominent Long Island Sound yachtsman, died suddenly in his sleep on July 26th. Capt. Wallace was a graduate of Williams College and commanded a sub-chaser in World War I. He served as a captain in the Army Transportation Service in the South Pacific area in this war, and recently made a daring rescue of several survivors of an Australian shipwreck, for which he was commended by the Australian government. Due largely to his strenuous combat duty he was invalided home.

"Wally," as he was called by his friends, was a well-known yachtsman, having sailed in the Bermuda and many other long distance and local races. He was a member and former commodore of the Cruising Club of America, and an ex-member and flag officer of the New Rochelle Y.C. Long active in the advertising field, he had at various times handled many well-known marine accounts.

Beloved by all who knew him, his passing will be mourned by all those who have enjoyed both his counsel and his comradeship.

LARCHMONT RACE WEEK

▶ The highlight of Long Island Sound yacht racing was Larchmont's 46th Annual Race Week. Despite trying conditions, it was one of the most successful. While there were not several hundred starters out in a single day, as in prewar days, the average held at 146 boats per day or a total of 721 starts over the five-day period. The highest number of starters on a single day was 150. Outstanding, however, was the "Larchmont Luck" which is proverbial up and down the Sound. The weather was ideal for racing. A small squall on Thursday and a brief blast on Sunday were gifts to most of the yachtsmen. On the other days, fine steady breezes prevailed.

Only one protest plagued the committee. That was a case of two boats trying to occupy an area large enough for only one and did not cause any change in the standings. It involved Harold Morse's *Tzigane*, which was leading in Division V of the Handicap Class and was so far out in front that the disqualification did not change the standings — she won with plenty to spare. The claim of foul was brought by Stuart Kay, skipper of *Valkyrie* in the same class.

Cornelius Shields with his International sloop *Aileen* won the Race Week Series and also the Marx Trophy. Shields took the series although he won only the first race. He finished with a total of 72 points. There was a tie for second among William H. Stanley's *Bumble Bee*, sailed by Arthur Knapp; Arthur Davis' *Patricia* and Albert Marx' *Alberta*, each having run up a total of 67 points. Knapp dropped out of one race after he struck Shields' *Aileen;* he

would have won the high score but for that incident.

By winning the Atlantic Class series of

(Continued on page 88)

MARBLEHEAD RACE WEEK

▶ Postmortem chatter about Marblehead's recent Race Week gave unbounded praise to the weather man who ordered nothing but the very best in racing conditions for the full eight-day regatta in which a grand total of 1325 starters appeared. The peak of the week was a total of 190 on the day of the Boston Y.C. Annual Regatta.

A dry northeaster of moderate strength lasting three days, a whole-sail southerly and a puffy knockdown westerly — all with a clear overhead — gave the Race Committees of the Eastern, Corinthian, Boston, and Pleon Y.C.s full opportunity to make use of practically every course on the race circular — a better variety than in the past two years as the Coast Guard has eased up on restrictions. Competition reached a high level, the keenest being displayed by the trim International Class which, for the first time this season at Marblehead, reached its full strength of nine boats. The class provided many thrilling moments for the spectators ashore in crash starts and close finishes with Frances Copeland's green-toned *Periwinkle* and "Linc" Davis' gray-hulled *Javelin* piling up points to complete the week in a tie, each with 55½.

In recognition of this high caliber performance, the Eastern Y.C. Race Committee selected the Internationals for this year's marking on the Leonard Munn Fowle Memorial Bowl, Marblehead's most coveted Race Week prize and emblematic of a boat's outstanding record for the whole week. At this writing, a sail-off has been scheduled by the committee to determine the winner. Leading up to Race Week, the Davis boat captured both the Eastern and Corinthian first series, receiving only one setback in eight contests,

(Continued on page 123)

GREAT SOUTH BAY RACE WEEK

▶ Great South Bay's Race Week, August 1st to 5th, turned out to be one of the most successful. There were 312 starters over the five days and competition was of the keenest. Interest was greatest in the Stars because of the fact that the Atlantic Coast championship was to follow Race Week, which was sponsored by ten local clubs.

Then there was the promise of the southwesters which sweep in like clockwork most afternoons and make sailing something to look forward to. They held true during the week, averaging from 12 to 20 knots, piped up to puffs of 30 the first day the Stars were on their own, and gave way on two days to a northeaster which made interesting course changes.

During Race Week among the Stars, Bill Picken, with his *Fo-Fo*, who took the Atlantic Coast Trophy from Long Island Sound to Bay Shore three years ago, went into the final race one point ahead of Harold Halsted, of Moriches Bay, then made a runaway of the curtain contest. Others who led in the final point standings were Duncan Arnold, in his Class R *Querida;* Robert Roe's Interclub *Southern Cross;* Ross and Marshall's Zephyr *Zeus,* Jack Mac Elwee's Comet *Imp,* C. and J. Diminy's Narrasketuck *Independence* and Robert Hornfeck's Snipe *Dipsy Doodle.* In the Cape Cod Class, Babs Sayre's *Talisman* and J. P. Stearn's *Grey Dawn* were tied with 91 points each. *Talisman* had

(Continued on page 123)

NEW LIGHTNING CLASS CHAMPIONS

▶ Sailing over six-mile triangular courses in Great Captain Harbor, off the Riverside Y.C. on July 22nd and 23rd, J. Carl Behler, of Shore Acres, N. J., representing Barnegat Bay Fleet, scored 31 points in three races to 30 for Andy Scholtz, of the home fleet, to win the Atlantic Coast Lightning Class crown. Jack Webb, also of the Riverside fleet, was third. Twelve contestants representing nine fleets from Portland, Maine, to Washington, D. C., competed.

▶ The Lake Michigan District Lightning Class Association held its 4th Annual Regatta at Toledo on the week-end of July 15th–16th. Leonard Ladenberger, of South Haven, Mich., won the title with a point score of 40¼ based on three races. Barney Crittenden, of Devil's Lake, Mich., was second with 40. Third place was taken by Art Burtscher, of Toledo, while Walter Swindeman, of Toledo, defending champion, finished the series in fifth place behind Alton Gray, of Pontiac, Mich. Gray had 37 points and Swindeman 36¼.

Bahama fishermen stage an impromptu "brush" coming into port

British Combine

CALENDAR

September 1–2 — 4th District Star Class Championships, Crescent Sail Y.C., Detroit, Mich.
September 1–3 — Race Week at Edgewood and Rhode Island Y.C.s.
September 2–3 — West River S.C. Regatta, Galesville, Md.
September 2–4 — Race Week, Narragansett Bay Y.A.
September 2–4 — International Fish Class Series for the Sir Thomas Lipton Cup, St. Petersburg, Fla.
September 3 — Sweepstakes Race, Detroit Y.C., Detroit, Mich.
September 3 — Fall Race, Huntington Y.C., Huntington, L. I.
September 3–4 — Vashon Island Race, Seattle Y.C.
September 6–10 — Annual Fall Regatta, Manhasset Bay Y.C., Port Washington, L. I.
September 8–9 — Lightning Class National Regatta, Buffalo C.C., Buffalo, N. Y.
September 10 — Annual Long Distance Race, Rhode Island Y.C.
September 17 — Grosse Pointe Y.C. Blue Nose Regatta.
September 23–24 — Detroit River Y.A. Cat Boat Championship.
September 24 — Three-day Regatta, Cottage Park Y.C., Winthrop, Mass.

Y.R.A. of Long Island Sound Championship Races

September 3 — Seawanhaka Corinthian Y.C.
September 4 — Larchmont Y.C.
September 10 — Manhasset Bay Y.C.
September 17 — Indian Harbor Y.C.
September 24 — Horseshoe Harbor Y.C.
(Non-championship races will be held every Saturday throughout the season.)

Lake Michigan Y.A.

September 1, 3, 4 — Tri-State Race: Friday — Chicago to St. Joseph, Mich., Columbia Y.C.; Sunday — St. Joseph to Michigan City, Ind., Chicago Y.C., Michigan City to Chicago, Jackson Park Y.C.
September 2, 3, 4 — Shipping Board Trophy Series: Star Class, off Wilmette Harbor, Sheridan Shore Y.C.
September 3 — South Shore Yacht Club Annual Regatta at Milwaukee.
September 9–10 — Lutz Trophy Races; Class Q, off Jackson Park Harbor, Jackson Park Y.C.
September 17 — Annual Sheldon Clark Regatta, Chicago Y.C.

Pacific Inter-Club Y.A.

September 16 — South Bay Cruise.
September 17 — St. Francis Y.C. Race.

Inter-Collegiate Y.R.A.

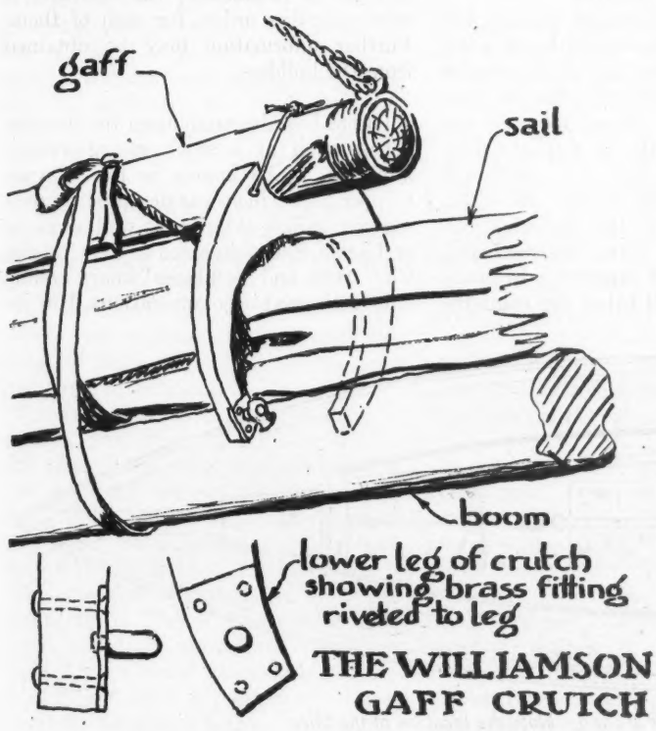
Fall Schedule (Tentative)

September 24–5 — Annual Inter-Collegiate Y.R.A. Freshman Dinghy Championship (team and individual) at the Coast Guard Academy B.C.
September 24 — Semi-Annual Greater Boston Dinghy Championship of the I.Y.R.A. for the Rudolf O. Oberg Trophy at Northeastern University Y.C. (Charles River Basin).
October 8 — Annual Jack Wood Trophy Regatta (Brown — Coast Guard — Dartmouth — Harvard — M.I.T.) at Harvard Y.C. (Charles River Basin).
October 8 — Semi-Annual Inter-Collegiate Y.R.A. Associate Member New England Championship, at the Nautical Association of M.I.T. (Charles River Basin).
October 15 — Annual Coast Guard Academy Invitation Quadrangular Regatta for ranking teams (contestants to be announced), at the Coast Guard Academy B.C.
October 28–29 — Annual Inter-Collegiate Y.R.A. Fall Open Regatta for the Erwin H. Schell Trophy, at the Nautical Association of M.I.T. (Charles River Basin).
November 4 — Annual Brown University Fall Invitation Regatta (contestants to be announced), at Brown University Y.C. (Seekonk River).

GADGETS & GILHICKIES

A Practical Gaff Crutch

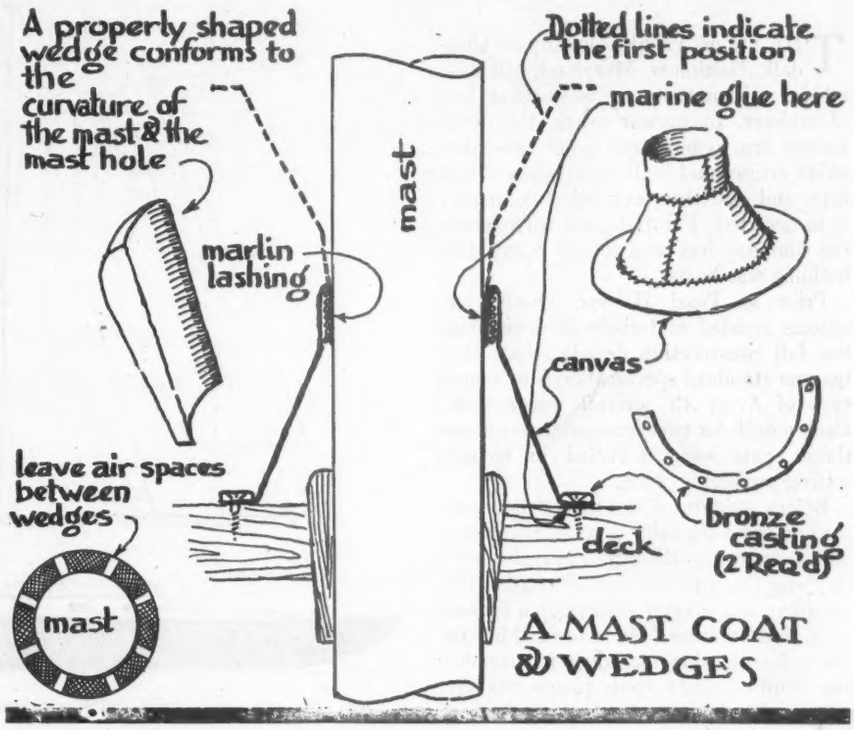
▶ From John Williamson, of Niagara Falls, comes the clever idea for a crutch to hold the gaff. This is one of those old problems, like the weather, about which people talk but about which nothing is usually done. Well, John Williamson is the exception that proves the rule since he has done something about it. And here it is. He says: "There is a problem of crutching a gaff on any gaff-rigged vessel. It is always a nuisance without a crutch as the gaff, sliding from the top of the furled sail, causes wear on the sail and generally produces an unsightly job. The crutch I have worked out is simple and it works. The arrangement is as shown and, after the sail is furled and the crutch in place, straddling the sail near the end of the gaff, the entire affair is secure. We have a lacing line rove through the holes as indicated so that it is all bound together when the job is completed. The screw gudgeons are standard brass equipment screwed into the boom, into which the pins mounted on the crutch snap securely. After several trials of different materials to stand both weather and abuse, we found plywood reasonably good, but our present equipment is made from a sheet of 7/8" 'Micarta.' It answers the purpose perfectly and stands the stress of the span and the fastening of the pins at the points. I am sure this will be a welcome gadget to many yachtsmen." Here, indeed, is a simple gadget that should amply repay the owner for the time and trouble involved in its making and one which will add to the shipshape appearance of his boat.



THE WILLIAMSON GAFF CRUTCH

A Mast Coat and Wedges

▶ Water running down the mast can be a perfect nuisance as well as the cause of a serious case of rot at the mast partners. It happens that I am particularly aware of the latter danger from bitter experience, so that I have given the matter a lot of thought, and the scheme described here is one of the results. First, of course, the wedges should be formed to conform with the curvature of the mast and the mast hole (as shown), they should be of hard wood, such as oak or locust, and should also be painted or varnished before being installed. After the mast is first stepped in the spring it sometimes becomes necessary to make some adjustment in the wedges. It may be advisable, therefore, to delay installing the mast coat permanently until these minor adjustments have been completed. Being a "nut" on the subject of rot, I have always installed my wedges with ample air spaces between (as indicated in the sketch) to allow air to circulate under the mast coat, which otherwise would form an ideal hatchery for the fungus that causes the dread disease.



A MAST COAT & WEDGES

A properly made mast coat is a combination of a cylinder, a cone and an annular ring, as shown in the sketch. It is not easy to make and should be done by a qualified sailmaker to be really satisfactory. No nails should be driven into the mast to hold the coat in place but the unit should be firmly lashed to the spar with plenty of marline, as indicated, while the surface of the mast and the canvas (where they coincide) should be well coated with Jeffery's or Kuhl's marine glue. I consider this better than old paint or white lead as it always retains some elasticity and will be permanently watertight if properly applied.

Pull the mast coat down to the deck, set it in the same marine glue and secure in place with a couple of semi-annular pieces of brass (3/16" thick and ¾" wide, cut from a sheet of brass or cast from a simple pattern). Drill and countersink these pieces as indicated and fasten with ¾" No. 10 brass screws. They may be removed and replaced without damaging the deck which cannot be done with the old fashioned lead strip and copper tacks. Trim off the excess canvas with a sharp knife after it has been fastened down, and give the whole unit several coats of deck paint.

HAM DE FONTAINE

OWENS PLANS POSTWAR MODELS

Builder Announces New Cruiser Models and a Stock Auxiliary

THE Owens Yacht Company, of Dundalk, Baltimore, Maryland, will soon release information on its postwar line of cruisers. In prewar years, this well-known firm popularized a 30′ two-cabin sedan cruiser and built more boats of this type and size than any other company, it is declared. For the past three years the company has been totally engaged in building war boats.

Prior to Pearl Harbor, Owens engineers assisted materially in developing the full construction details (that later became standard specifications) of a new type of Army 42′ aircraft rescue boat. Each month for two years after war came these boats were delivered in record-setting production time.

Before we entered the war, Owens was turning out a quantity of its 30′6″ cruiser hulls, converting them into launches and shipping them to the British. Later, the company was invited to develop a special boat, from its stock hull, to be used by the Navy for carrying torpedoes to amphibious bombing and torpedo planes. Shortly afterwards, the need for builders having large production capacity placed Owens in landing craft work. Soon deliveries were being made at a rapid rate, due to the company's assembly line technique of building from parts prefabricated over its own sub-assembly molds. This modern method of manufacturing was a process developed at Owens before the war when, on the 1000-foot moving assembly line, sedans were being built at the rate of one every seven hours.

To set such war production records, many items of new equipment had to be added. Engineering and executive staffs were also expanded and it is these men who have been able to do research and scientific engineering work on the postwar line of cruisers.

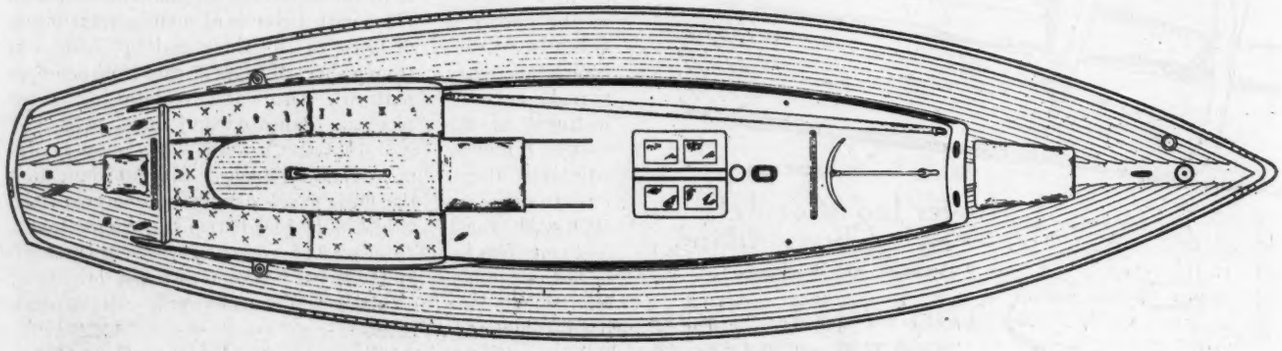
The new postwar models will be described at a later date. However, it has been announced that there will be two models on a small cruiser hull. This will be a V-bottom boat, capable of high speed, which will appeal to the man with a small family who wants an economical, small cruiser sleeping four persons and having galley and lavatory facilities.

The medium size cruiser will be the prewar 30′ de luxe sedan lengthened a few feet. This boat will embody all the popular features of her predecessor, plus the innovations added by Owens research engineers. There will also be a sport fisherman developed on this hull. Next will come a large cruiser in the 40′ class. This model will be of the two-cabin, enclosed bridge deck type. Designed and built from extensive experience in boats of this size, she will bring the comforts of a three-cabin cruiser into a new price class. The hull will also be built with the same forward cabin arrangement and a semi-enclosed bridge deck which permits an unusually large cockpit.

While these postwar cruiser models are not yet in production, the company is now accepting orders for each of them. Further information may be obtained from the builders.

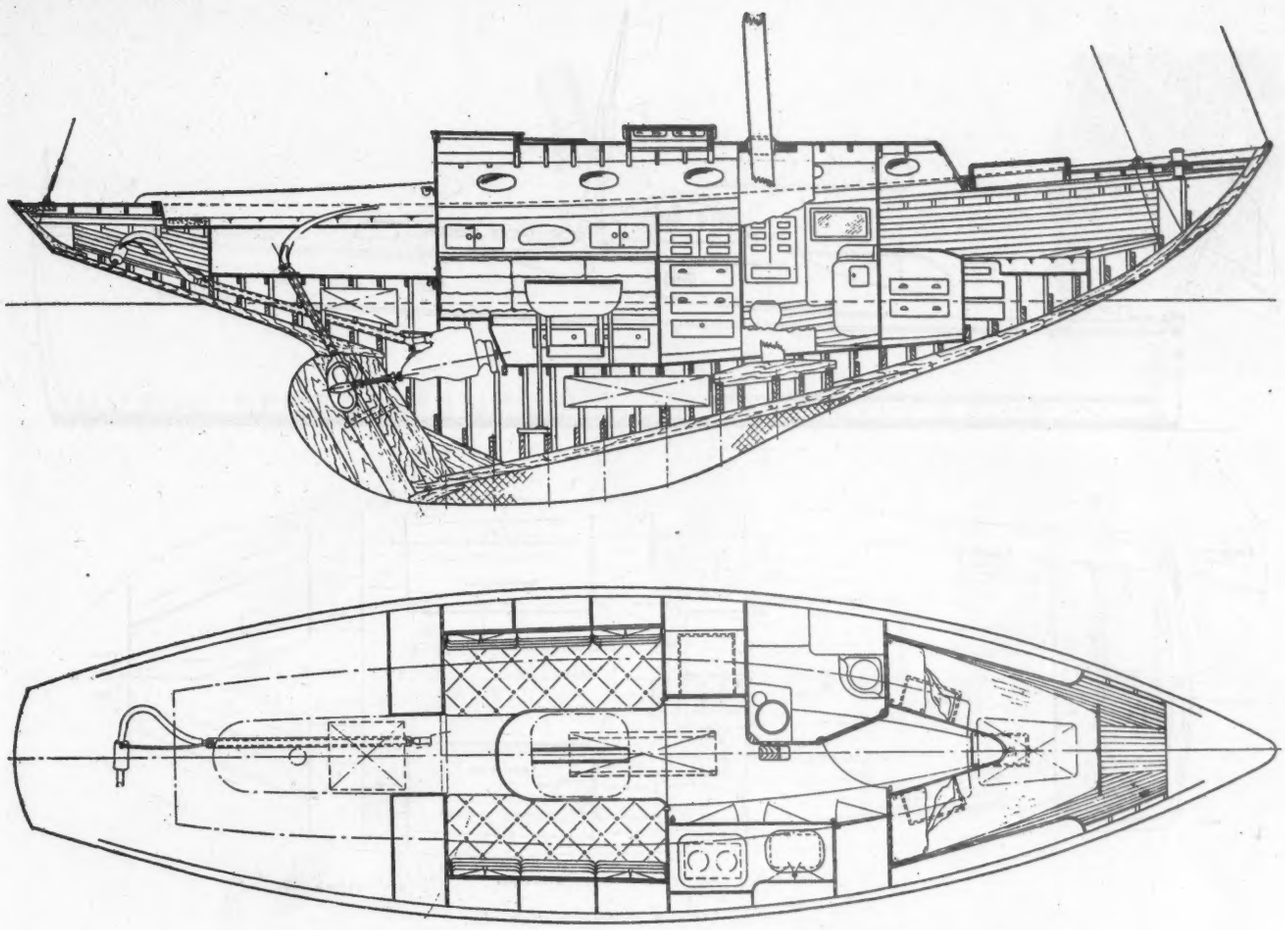
Owens has also announced the postwar construction of a stock racing-cruising auxiliary, to be known as the "Owens Clipper 27," which was designed by men who are sailing skippers as well as naval architects. She is designed to the Cruising Club rule and combines smart sailing lines with good accommodations. Her di-

The sail plan is modern, with the rig all inboard



The cabin trunk is long and the side decks are wide. Note the location of the tiller

The plans reproduced in this section are the property of the designers under whose name they appear. For further information concerning any design address the naval architect in question



Accommodation plan and inboard profile. The engine is concealed but accessible

mensions are: length over all, 38′; length water line, 27′; beam, 10′; draft, 5′8″; ballast, 6150 lbs. outside lead. Her modern, yet moderate, sail plan will make her an easy boat to handle. She should do well in racing-cruising. Her decks are wide and clear. Her modern all inboard cutter rig provides a variety of sails, which can be easily handled by a small crew. In a strong breeze, she should work up to windward under staysail alone.

She has a new type of roller-reefing gear. The forestay is removable and the staysail boom locks in place to form a handrail when walking the genoa around. A special attachment at the mast and a new deck fitting at the stay accomplish this.

The mast is hollow, of selected Sitka spruce, with stainless steel halliards led inside it. Halliards are all led to conveniently located winches.

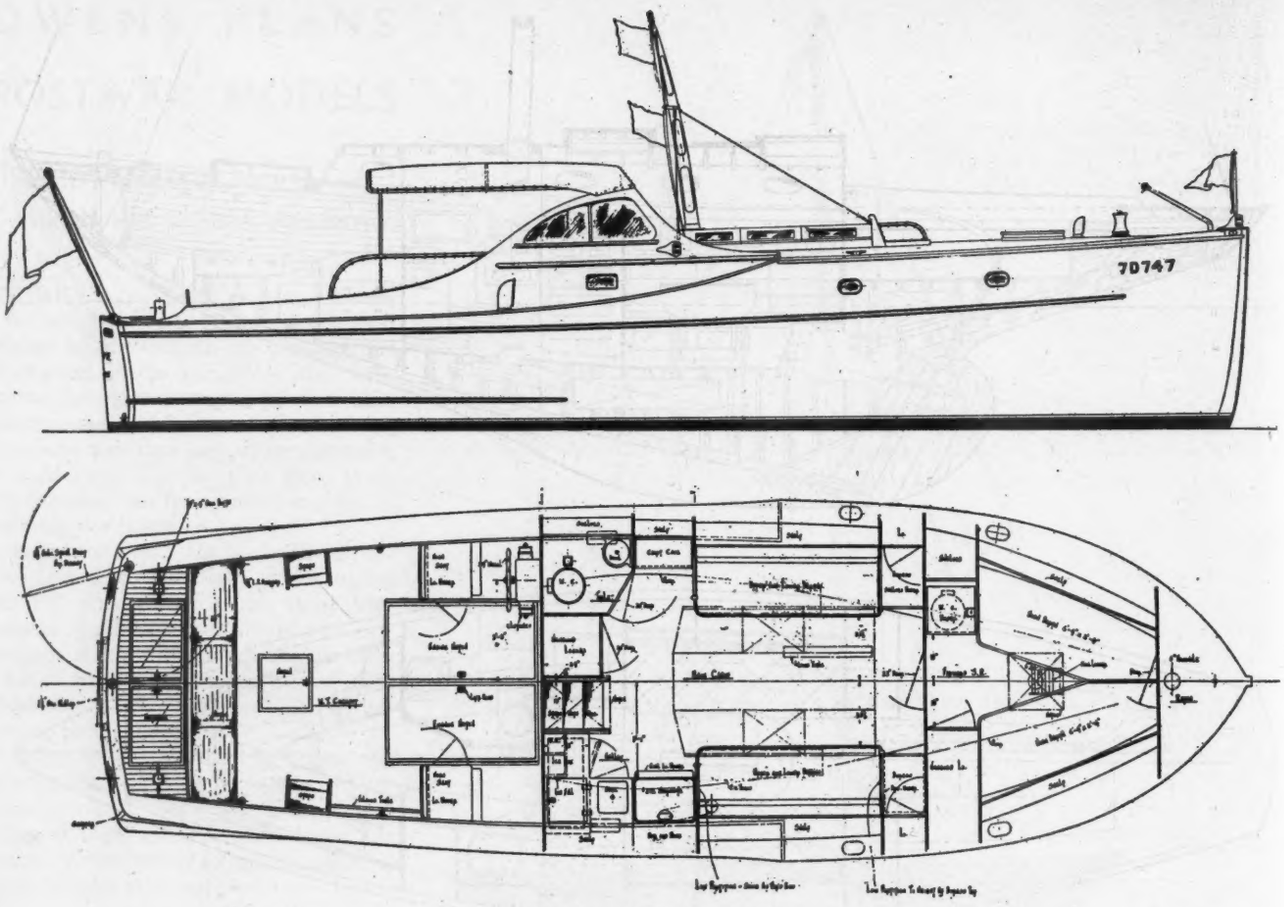
The helmsman is forward of his sail handling crew where he can keep a constant eye on the set of his sails and the crew can work without stepping over or around him. The seating arrangement of the cockpit, with coamings of proper backrest height, is another feature.

Shrouds and spreaders show proper stress analysis. They also permit the sails to be "strapped down" for windward sailing. Lights on the spreaders illuminate the deck and allow the skipper to check the set of the sails at night.

The cockpit is self-bailing with large screwed scuppers and the bridge deck across the forward end has been eliminated. There is a watertight door sill at the forward end of the 8-foot cockpit and the cabin door is behind ventilating rainproof louvres. The main cabin has comfortable mattresses with locker space behind the backrests. Above are alcoves for books. A gimbaled drop leaf mahogany table is part of the equipment. The galley is modern and complete. When not in use it shows only a flat top mahogany cabinet with dish rack and lockers above and behind it. The stove, which is in gimbals, is recessed into a metal tray. Both stove space and sink are fitted with removable lids. The ice chest holds 100 lbs. The lavatory is larger than is found in many boats of this size. There are two comfortable berths forward, 6′6″ in length, with large drawers below. Skylight and hatch make this cabin cool and bright.

The Gray 4-22 motor, with 2:1 reduction gear, gives the boat a speed of six knots under power alone. It is rubber mounted and set on the center line on a pair of strong engine beds supported by heavy floor timbers. The two-blade propeller may be lined up out of the way abaft the deadwood. The motor has a large generator charging a storage battery of ample capacity. Engine operating controls and switches have been brought to the helmsman's position in the cockpit. Safety features have been included. The gas tank has a shut-off valve accessible from the cabin, with additional valves in the fuel line. Gasoline is fed to the motor through a strainer filter which has a sediment bulb trap. The gas tank has a large handhole clean-out plate and a fuel indicator gauge. A backfire flame arrestor is on the carburetor, while a deep pan under the motor keeps oil out of the bilge. All wiring is fully fused, with fuses at a conveniently located panel in the cabin. Sharp bends in the exhaust line have been eliminated and a long section has been water jacketed. Special flexible, heat resisting tubing is used in the after end of the line to absorb exhaust noises and prevent vibration being transmitted to the hull.

Keel, stem and sternpost are of selected white oak of liberal scantlings. Frames are 1⅝″ by 1⅜″ white oak, 10″ center to center; floors are sided 1⅜″ and heavy floors of 2⅜″. Planking is double, inner skin 3/16″ waterproof plywood and the outer of Honduras mahogany. Hull fastenings are bronze bolts and Everdur screws. The main deck beams are white oak and the deck is two layers of 3/16″ waterproof plywood, laid diagonally, with teak laid on top. The cockpit floor is teak and the seats mahogany. Cabin trunk and coaming are mahogany. Plywood is used for the cabin top and for bulkheads below, and the entire hull is treated with wood preservative.



Outboard profile and accommodation plan

"TIDE TOP," A TWIN SCREW CRUISER

HAPPILY combining a satisfying appearance of ruggedness with the long, lines of speed, this 39-footer from the board of Eldredge-McInnis, Boston, should strike a responsive chord in the hearts of many power boat enthusiasts. She was designed for W. W. Patton, D.D., of Glen Ridge, N. J., and embodies many of her owner's ideas as to style and interior arrangement. This handsome craft was built by the Hensler Kofoed Co., of Keyport, N. J.

Her power plant consists of a pair of 8-cylinder Gray gasoline engines, which develop 98 rated horse power driving through 1.5 : 1 reduction gears. The motors are installed under flush hatches at the forward end of the cockpit and are easily accessible for adjustment or repairs. A comfortable cruising speed of 12 knots is delivered by this power plant, and a couple of extra knots are in reserve.

The general layout of *Tide Top* is conventional, but there are several details embodying her owner's ideas which are distinctive and are well worth study. Provision for taking the dinghy into the cockpit, where it will be safe during rough weather or on long passages, is made by placing a single davit on the port quarter aft, and a wooden roller on the taffrail. Brackets are provided to port and starboard in the cockpit to hold a folding table so that meals may be served conveniently. Substantial oak bitts are located on the quarters so that the boat would be ideal for towing if desired.

A feature that will appeal to many yachtsmen is the canvas awning that is lashed to pipe stanchions as a cover for the forward end of the cockpit. This arrangement not only keeps down unnecessary top-hamper but also permits removing the awning in case the helmsman prefers to be out in the sun.

On the raised deck, forward, an unusually large skylight has been installed with a wide seat at its forward end. This combination provides excellent light and air for the cabin and also a comfortable observation post for passengers.

The customary gear for handling ground tackle is to be found on the forward deck, as well as a hatch which admits light and air to the forward cabin, and is an avenue of escape in case of accident.

Below decks the layout of *Tide Top* is eminently practical and provides sleeping accommodations for six persons; four in the main cabin and two forward in a private stateroom. Upon entering the cabin, the galley is found to starboard and is equipped with a Shipmate range, a large ice box and the usual arrangement of galley sink, dish racks, etc. Good working space is provided so that the cook will not be cramped for room.

To port are a good sized hanging locker and a small wash room and toilet. Forward of the latter is a folding chart case. Upper and lower berths are installed in this cabin, the latter forming seats during the day and the uppers making comfortable back rests. Forward of the berths on each side is a bureau. A folding mess table is located off center, to port, so that it does not interfere with a clear passage to the forward cabin. The latter is assured privacy by a transverse bulkhead right across the boat and is equipped with its own toilet, located under a seat to port, a good hanging locker to starboard and two high berths. An escape ladder is also included in this space, connecting with the hatch in the deck above. In the eyes of the ship is the conventional space for a rope locker. On the whole, she is a practical, simple and seaworthy craft.

Her dimensions are: length over all, 39'0"; beam 11'8"; draft 3'0".

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IN THE WIND

▶ While Graham ("Biggy") Biglow was suffering the dignity of being a lieutenant commander, USNR, serving in Florida waters, his yachtsman's passions proved irresistible and he bought the little three-masted schooner *Island Belle*, a lovely boat that Wirth Munroe designed. . . . She's really not so little, being 59′ over all, but you'll admit that's about the smallest craft with three sticks you're likely to see around outside of that tiny full-rigged ship whose name and ownership escape me at the moment. "Biggy" had left *Tiny Teal* to the tender mercies of Hugh Kilmer while he was actively in service and on his return to Larchmont confessed that his cutter looked to be in better shape than when he'd left her, testifying to Hugh's meticulous custodianship. . . .

▶ Corny Shields has been going around proudly referring to "My daughter Aileen" since he and she scored notable triumphs in the weekly regatta of the Manhassett Bay Y.C. last July 15th. Corny won handily with his *Aileen* in the International Class while daughter cleaned up in the Atlantic category with *Whim*. . . .

▶ E. C. Etchells, the skipper with the home-made Star and the crafty "know how," sailed his *Shillelah* to a couple of notable victories in succession. After winning from Art Deacon's world champion *Armade* at New Rochelle by a matter of seconds, he won the Star Class honors at Stamford the following day, that time leading the champ by more than eight minutes. . . .

▶ *Brilliant*, formerly Walter Barnum's darling, is reported to have survived the rigors of service with the Coast Guard Auxiliary better than practically any of her volunteer contemporaries. Recently she was bought by Briggs Cunningham who is planning to race her after the war. . . . *Brilliant*, fine modern exponent of the gaff rig, with the most beautifully setting topsails ever seen, often gave the fanciest of the jib-headed craft a stiff run for their money. . . .

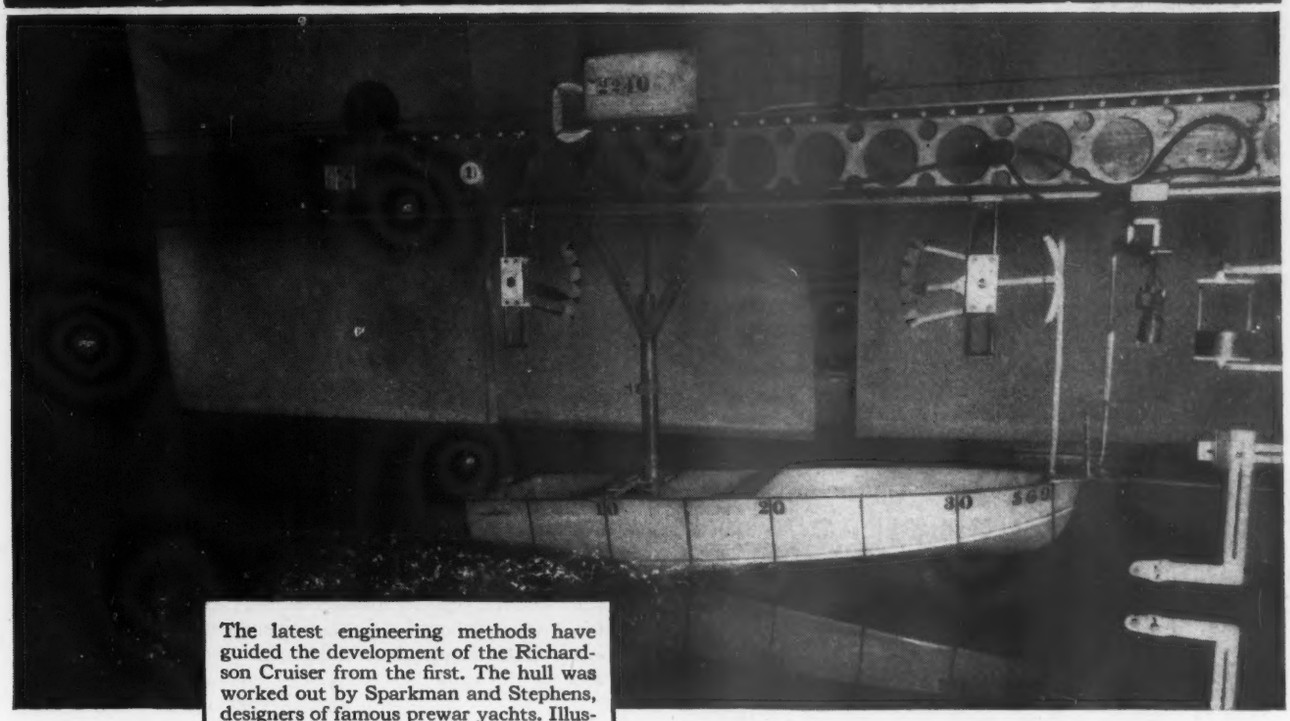
▶ Job for a gourmet is command of one of these new Landing Craft, Kitchens, which lay down a barrage of hot soup, beaten biscuits and roast sirloin of beef with whipped potatoes on the nearest beachhead. . . . Why not "galleys" instead of "kitchens," though? Because it's "right" and "left rudder" these days instead of "starboard" and "port your helm?" . . .

▶ High point of the racing season from this compartment's angle was the return to this country, and the return to print, of maestro Bill Taylor who, after fourteen months in the torrid South Pacific, invaded the Larchmont scene, familiar and beloved to him, and wrote a story on the opening of the annual Larchmont Race Week for the Herald Trib. . . . Lieutenant Taylor, by the way, is the only sports writer ever to have been awarded the Pulitzer Prize. He won it for his coverage of the America's Cup Races in 1934. . . .

Bill rejoiced that his homecoming was celebrated by the turnout of the biggest fleet in two years on that first day at Larchmont, 141 sail, all told. "Of course, the boats run smaller," he wrote, "with Internationals and S boats topping the fleet because some of the bigger boats are still fighting the war in the offshore patrol and others are laid up for lack of crews. But, by and large, things looked delightfully familiar, except the breeze, which was abnormally fine. . . ."

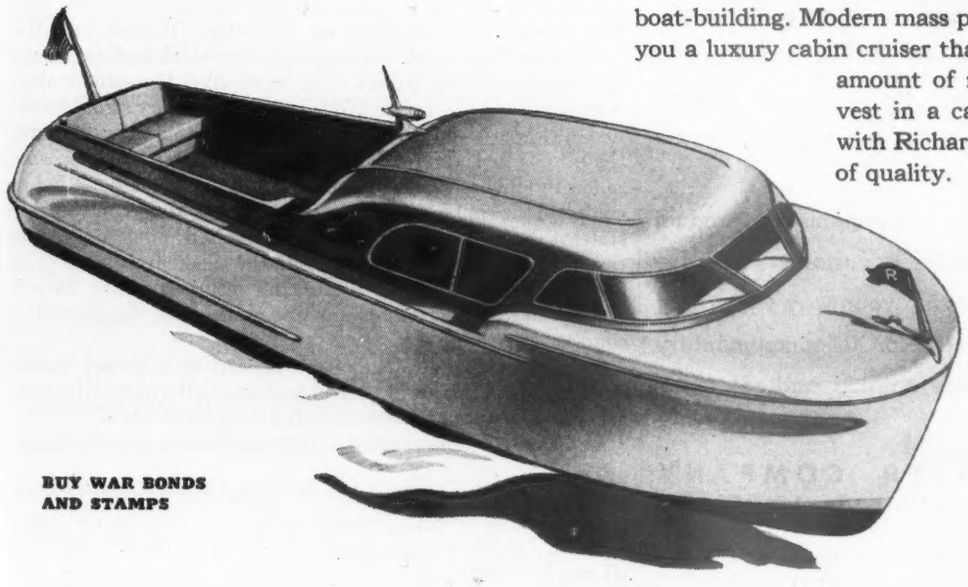
▶ A colorful character retired a short while ago. He is Cap'n Charles A. Ferreira, who for thirty-four years was keeper of the light at Throg's Neck. . . . Vice Admiral Thomas T. Craven, superintendent of the New York State Maritime Academy, presented the skipper with a silver loving cup, bearing a tribute to his years of service, at ceremonies marked by the impressive parade of 450 white-clad midshipmen. . . . What Cap'n Fer-

D *istinguish with a* D *ifference!*



The latest engineering methods have guided the development of the Richardson Cruiser from the first. The hull was worked out by Sparkman and Stephens, designers of famous prewar yachts. Illustrated is one of the tests for resistance and trim made of an early model in the Towing Tank of Stevens Institute of Technology at Hoboken, New Jersey. Very few small boats are given such exhaustive pre-construction tests!

GET SET for the Richardson Cruiser's coming out party. And expect a big post-war surprise. For there never has been a cruiser like this on the market. War-born designs, construction methods and materials have revolutionized boat-building. Modern mass production, at last, will give you a luxury cabin cruiser that will cost about the same amount of money that you might invest in a car. And at no compromise with Richardson's 35 year old tradition of quality.



The Richardson Cruiser's superstructure will combine modern streamlining with sound boat building. Her sleek lines are being created by Robert Bingman, famous designer of General Motors cars and streamlined trains and buses.

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WHEN you have a toothache you go to a dentist. When you need legal advice you go to a lawyer. Both men are specialists.

By the same token . . . when you need non-ferrous and stainless fastenings come to the house that specializes on them . . . Come to the Harper Organization which is concerned exclusively with the manufacture of bolts, nuts, screws, washers, rivets and specials of Brass, Copper, Naval Bronze, Silicon Bronze, Monel and Stainless . . . an organization not concerned with common steel.

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HARPER
EVERLASTING FASTENINGS
ARMY (E) NAVY

BRASS • BRONZES • COPPER • MONEL
STAINLESS STEEL

reira liked best was a carte blanche fishing permit the Admiral gave him. . . . It grants him permission "to fish from any part of Fort Schuyler in Long Island Sound" and says further that "he is hereby enjoined to catch any fish hat bites. . . ."

▶ "During many trips up and down the Quinnipiac River while rowing in a racing shell and dodging oyster steaks (sic)," writes an Old Yale Blue, "I was much impressed by the sailing qualities of the small open sail boats of the oyster fleet as they proceeded up river with their freight of benevolent bivalves. . . . When the wind failed, they could be rowed and, whether under sail or oars, they always gave us stiff competition. . . . May I suggest to your estimable publication the possibility that such a racing class might be formed after the war? . . . Instead of oysters, the whole family could be loaded aboard, including the much-neglected mother-in-law. . . . These boats, too, would fit well into our postwar budget planning. . . ."

▶ Lt. Comdr. Henry P. Bonnell, USNR, an old sub-chaser skipper of World War I, ran across the following oddity in the *New London Day* some weeks ago. . . .

"SERIES OF MISTAKES

"Scheduled Boat Races Fall Through Because of Them

"A large crowd of persons gathered on Stonington Point yesterday afternoon, anticipating exciting moments as they witnessed races scheduled by the Stonington Boat Club, only to return home greatly disappointed. The races did not take place in spite of perfect racing conditions. S. Jerome Hoxie, chairman of the regatta committee, only member of the committee present, believed it due to misunderstanding on the part of both committee members and prospective participants.

"One of the committee members had been named contact man and was to have been in the marker boat. It was intended that this boat should be anchored so as to be one of the units in a range determining the starting line and to be designated by a special flag. Participants were to contact this boat to receive race instructions, typewritten copies of which had been posted previously in two places.

"The marker boat failed to show up before three o'clock, the time scheduled for the start of the first race. Contestants were therefore 'at sea' as to where to start and at 3:35 o'clock only three contestants remained on the scene. Misunderstanding instructions and signals they used the line which had served as a starting line in last week's races and sailed the same course, therefore being disqualified. When the preparatory signal for the first race was given, the marker boat up-anchored and entered the race. It looked for a time as though this boat, the *Cheesebox*, sailed by Richard Cheesebrough, would win, but he failed to complete the course after persistent efforts to round one buoy in spite of strong tidal currents which resulted in success for his tiny craft. One small boat caught in the tidal currents, gave up on the second leg of the course and returned to the harbor. Neither of the other two competing craft sailed the prescribed course.

"No officers of the club were present so it is not known whether or not races will be held tomorrow afternoon. Members are asked to watch bulletin boards for announcement."

Betcha that "large crowd of persons" didn't turn up again, anyway. . . .

Commander Bonnell comments: "This piece belongs in the archives along with the famous sketch on 'How to Pick up a Mooring,' and you really should publish it for the edification of all race committees. . . ."

▶ A newspaper man aboard a vessel carrying a task force somewhere in the Mediterranean, recently described how the skipper reacted when a destroyer cut across his bow, perilously close. . . . Picking up the radio telephone the old man exploded, "Captain, I am in favor of a two-ocean navy — one ocean for you and one for me!" . . . The destroyer's commander wasn't quick-witted enough to think of an appropriate come-back. . . .

— TELLTALE

HALL-SCOTTS POWER THESE RETRIEVING DOGS OF WAR!

Vital in the Victory picture is the M 25 armour-plated tank and heavy vehicle retriever. It takes *extras* in sheer, raw power to tow a tank – and this mobile monster with its Hall-Scott heavy duty engines has the wherewithal. Spur-winner in the African campaign where fighting rolling stock was continually recovered and thrown back at the enemy after repairs and replacements . . . the M 25 is destined for big days when the knockout is delivered.

No newcomer to this global war, the Hall-Scott motor has long provided the "push" for power craft ranging from landing barges to torpedo and patrol boats. And when the dogs of war are finally called off, the records for reliability that have been written by this motor will provide significant reading for every man who owns a boat – or plans to purchase one.

HALL-SCOTT
THE HALL-MARK OF QUALITY

HALL-SCOTT *Motor Car Company*

DIVISION OF AMERICAN CAR AND FOUNDRY MOTORS COMPANY
Main Offices and Factory: BERKELEY, CALIFORNIA
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REMOTE CONTROL

−65°F to +165°F

LAND—SEA—AIR

ADEL controls will save muscular effort in steering, braking, door-opening, load handling, etc., on buses, trucks and tractors.

ADEL remote controls assist in the steering, engine manipulating, clutching, braking and reversing—all with finger-tip movement of a small handle.

ADEL places power at your finger tips for operating cowl flaps, wing flaps, dive flaps, bomb bay doors, machine gun turrets, emergency exits, landing gear, etc.

ADEL systems now serve the railroad industry to operate reversing, braking, signals and other controls, impervious to all types of weather and temperature changes.

ADEL controls lift and lower scrapers, operate tandem equipment, save strain and speed the job for busy contractors.

ADEL offers you three different types:

*** *ISOdraulic* (manual)**

Manual remote control. Self-contained. Operates up to 150 ft. Precise settings over temperature range of −65°F. to +160°F. with master or slave at either extreme or both. Small size and light weight. Tandem control station arrangements possible.

*** *ISOdraulic* (power)**

Powered remote control. Adaptable to any size hydraulic prime mover. Accurate, easy control of speed and position up to 200 ft. Flows up to 20 GPM. For airplane flaps, ship and vehicle steering, clutches, road building equipment, etc.

*** *HYdronic***

Powered remote control. Employs electronic sensing and control elements coupled with hydraulic power. Operates over great distances. Extremely versatile units adaptable to the most complex installation requirements.

**Trade Mark Registered*

With ADEL remote control systems, your finger tip commands will move and accurately position loads from ounces to tons with rugged, versatile hydraulic power. Over 500,000 ADEL hydraulic units comprising 300 types and sizes now serving aircraft, armament, transportation and marine industries. Known everywhere for Design Simplicity, Standardization and DEPENDABILITY. Recent brochure available. Send us details of your problems. Let our engineers show you what ADEL can do for you.

ADEL PRECISION PRODUCTS CORP., BURBANK, CALIF., HUNTINGTON 17, W. VA.

After VICTORY . . . *the* ADEL-AGE

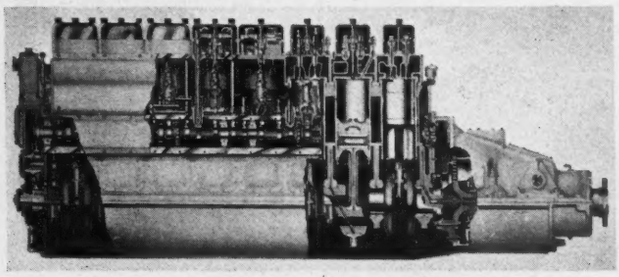
ADEL

Buy U. S. War Bonds and Hold Them

WATERFRONT NEWS

STERLING'S NEW MEDIUM DUTY DIESEL

▶ The Sterling Engine Co., of Buffalo, N. Y., has just announced a new line of Viking Diesel engines ranging from 250 to 650 hp. The new engine embodies the latest developments which have been evolved by the combined efforts of Sterling engineers. An important feature of its design is that it has the same over



all dimensions and weight as a gasoline engine of equivalent horse power. This makes them interchangeable with Sterling's Viking gasoline engines.

The new line of engines comprises four models; a 6-cylinder and an 8-cylinder, supercharged and unsupercharged. Horsepower ratings range from 250 hp. for the 6-cylinder unsupercharged model, at 900 r.p.m., to 650 hp. at 1200 r.p.m. for the 8-cylinder supercharged. Weights range from 8500 pounds to 12,500 pounds with an additional 500 pounds for the supercharged models. Bore and stroke for all models are 8″ by 9″, giving a piston displacement of 2714 cu. in. for the 6-cylinder model, and 3619 cu. in. for the 8-cylinder type. They can be provided with a built-in reduction gear of any ratio up to 4:1. Starting is by two 32-volt electric cranking motors.

The lubrication system has two oil pumps, one to draw oil from the sump and the other to supply forced feed lubrication to the bearings. Speed control is by a hydraulic governor.

A NEW CIRCULAR SLIDE RULE

▶ The Monitor slide rule is grease and waterproof and can easily be cleaned by washing with soap and water. The makers state that average accuracy of the rule in making rapid calculations is within one quarter of 1 per cent. This is somewhat better than the accuracy obtainable on the 10″ "slip stick." The scales are finely graduated on white vinylite, accurately ruled and are guaranteed to last for years. As the scales are on a disc 6″ in diameter, length of multiplication and division scale is 13.8″.

The front side of the Monitor has four scales, Log, C, D, and CI or C inverted scale. The reverse side has sine and tangent scales and A and D scale for finding squares and square roots.

Price, $2.95; leatherette case 75¢ extra. Tavella Sales Co., 27 West Broadway, New York 7, N. Y.

A CONVENIENT WRIST COMPASS

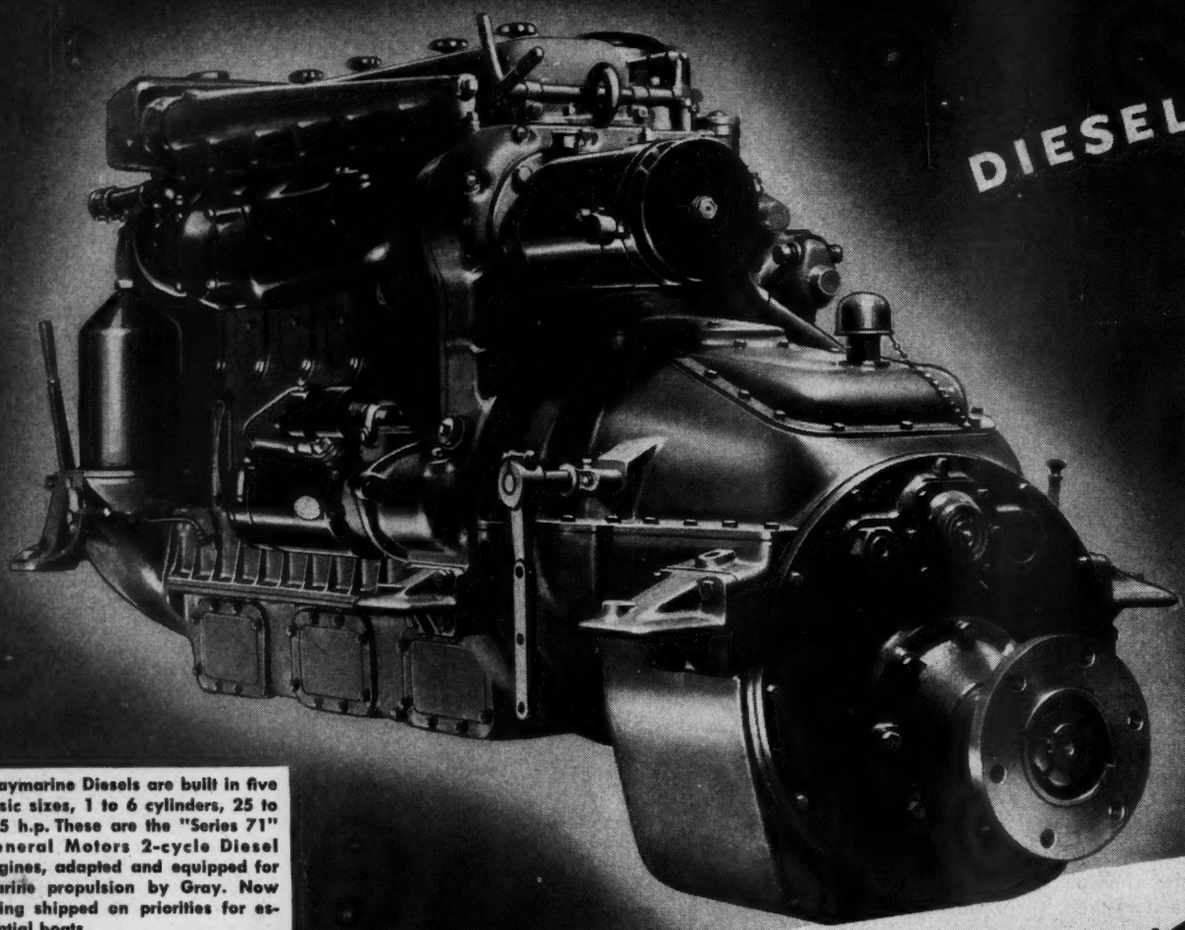
▶ A small compass with a plastic case, a luminous dial and magnet and an unbreakable crystal has just come on the market for civilians. The outer dial is movable, so that the course to be followed may be set, and the needle is suspended in oil, which imparts an unusual degree of stability to its movements. Provided with a strap, the compass may be worn on the wrist or may be strapped over the coat sleeve. Price, $5.00. Abercrombie & Fitch, Madison Ave. at 45th St., New York, N. Y.

FINE WAR MAPS BY ESSO

▶ Two excellent war maps are being distributed gratis by Esso Marketers. Showing all principal railroads, roads, pipe lines, canals, rivers and other topographical features, they also include sea and air routes and distances. The maps, which are in color, cover the European and North African theaters of war and also the entire war area from Iceland to Alaska to New Zealand. Designed to fold to convenient pocket size, these maps may be had by writing to The Standard Oil Co., 30 Rockefeller Plaza, New York, N. Y.

"BEACHCOMBER."

*"The merchandise that we have received from you is more like jewelry than ordinary workmanship . . . MICHIGAN propellers are 'tops' with us."
MICHIGAN
MACHINED-PITCH
PROPELLERS
* Men Who Know Propellers Best
RECOMMEND MICHIGAN
Recognition of the superiority of MICHIGAN propellers prompts unsolicited comments such as these — *recently received from a prominent West Coast ship-building and engineering firm. . . . It's a cinch no ordinary workmanship could produce the precise accuracy that makes MICHIGAN propellers 'tops' in the boating industry. Only the jewelry-like excellence of MACHINED-PITCH production can make a propeller as accurate as a MICHIGAN.
Because every MICHIGAN propeller produced is identical with the perfect original pattern, every one gives smooth-as-silk performance without annoying and destructive vibration. Made from MICHALLOY, your MICHIGAN is the toughest, longest-lasting, most economical propeller you can buy.
*No propellers at present are available without priority.
EXPERT RECONDITIONING
of propellers of all makes by the guaranteed accurate MACHINED-PITCH method is available at our strategically located Service Stations. Write for name of nearest one.
MICHIGAN WHEEL COMPANY · GRAND RAPIDS, MICH.



Graymarine Diesels are built in five basic sizes, 1 to 6 cylinders, 25 to 165 h.p. These are the "Series 71" General Motors 2-cycle Diesel Engines, adapted and equipped for marine propulsion by Gray. Now being shipped on priorities for essential boats.

The Biggest Buyers of ARE PEOPLE

For three years it has been our privilege to do things for the *new friends* of Gray among the men of the Armed Forces who have used the Gray-powered invasion craft . . . those capable boats which have taken the brunt of the inshore work.

At the same time, the *old friends* of Gray continue to write us friendly, casual letters about good service from faithful Graymarine engines. And, as usual, we observe that many

IDENTIFICATION

1. Motorship MYSTIC ISLE, in ferry service to Put-in-Bay Island, Ohio. Designed by John Alden, built by Burger Boat Co. Welded steel construction, 110' x 32' x 7'. Two Graymarine Diesels, 4.4:1 reduction gear.

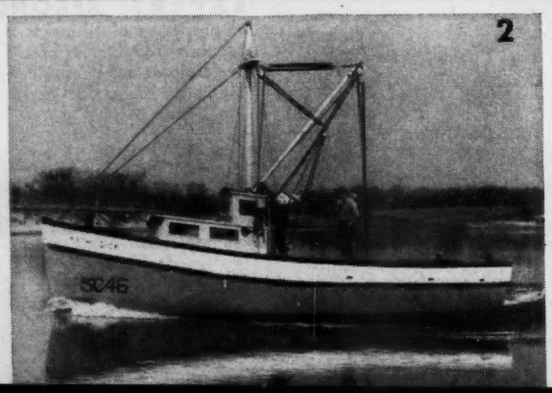
2. KATHY DICK, 37' dragger owned by Capt. Theodore Dykstra of Wakefield, R. I., recently repowered with a 2-cyl. Graymarine Diesel. 2.4:1 reduction gear.

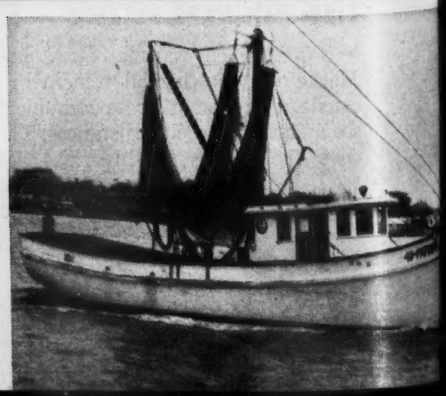
3. One of the "40 Fathom" trawlers in the shrimp fleet of General Seafoods Corporation. These 60' sea-going vessels use the 6-cyl. Graymarine Diesel.

4. This 26' craft is one of several models built by Pinecastle Boat and Construction Co. All use Graymarine engines as standard equipment.

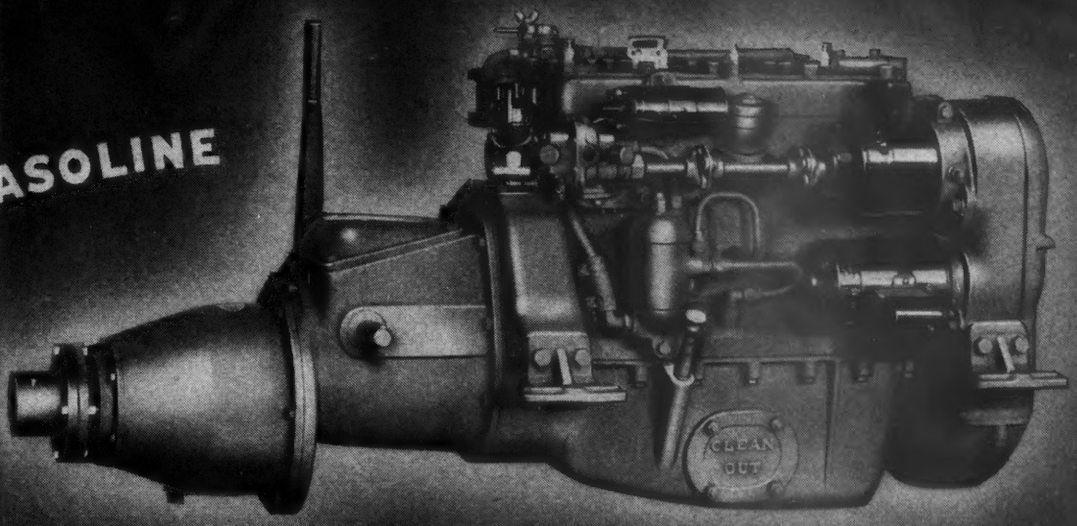
5. Internationally known 33' Cruiser built by Richardson Boat Co. Available with several options of Gray power.

6. Most nationally advertised stock Runabouts Gray "Phantom" motors as standard equipment. 1 16 footer built by Penn Yan Boat Co.





GASOLINE



Model FOUR-52 with reduction gear, one of the Graymarine gasoline engines in current production. Other models cover a range of propeller speeds from 400 to 4000 rpm. All have individual Intake Porting for smoothness.

Graymarine Engines WHO ALREADY USE GRAY

of the new orders for engines to go in commercial work boats are from firms and individuals who are already Gray users.

Observe the facts: they show that our interest is not only in building better engines, but in seeing to it that every help be given to insure good service from every Graymarine engine during its lifetime.

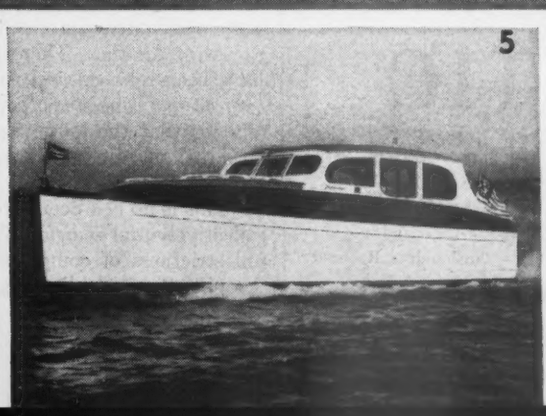
GRAY MARINE MOTOR COMPANY
DETROIT, ZONE 7, MICHIGAN

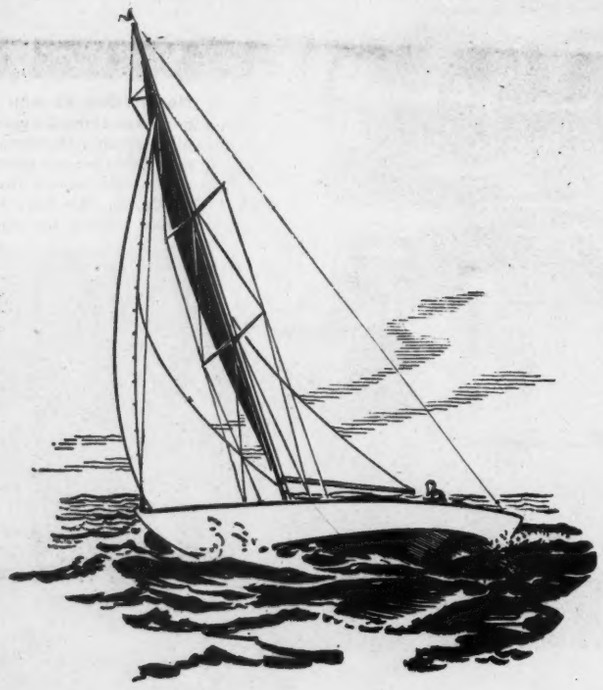
In current production: many well known models of Graymarine engines, both gasoline and Diesel, now available for essential boats. Free catalog contains complete specifications. Pre-war prices are still in effect.

AWARDED THREE TIMES

MARINE MOTORS GASOLINE DIESEL

We announce this month an edition in Spanish of the popular Gray Handbook for gasoline engines. Covers maintenance and trouble shooting. 50,000 copies of the edition in English have been distributed. Free to Boat Owners and to men in the U. S. Armed Forces. This is a Gray Service.





Heavy Weather Ahead

Early autumn is the time to watch your rigging and mooring lines, against the first hard storms. It is the season when yachts afloat are in greatest danger of breaking loose through severe strain on worn ropes. And this year, a badly damaged yacht cannot easily be replaced or repaired.

Your lines and rigging have now had a season's use. The only new halyards and sheets now available are of inferior quality. They cannot stand the wear and tear that pre-war rope survived.

Finally, be sure that your yacht insurance coverage meets your entire needs. A wide variety of policies for every type of sail or motor yacht is available through Atlantic. See your own broker.

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49 WALL STREET · NEW YORK 5, N. Y.

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NEWS

▶ From Vice Admiral Russell R. Waesche, USCG, comes the most recent word on the postwar utilization of the Auxiliary. "As the war has progressed," states the Admiral in a recent issue of *Sea Power*, "and events have shifted the emphasis from time to time on the various duties of the Coast Guard, the Auxiliary has always been quick to adapt its organization and its manpower to the new requirements of the Service. And now the Auxiliary, looking to the postwar problems facing all the Services, is considering possible means of facilitating the return of men in the Coast Guard Reserve to civilian life after the war is over.

"The general plan as now conceived would be merely to put the resources of the Auxiliary at the disposal of Coast Guardsmen returning from war duty during the all-important transition from military service to civilian jobs. If carried into action, the plan would not conflict with the Veterans' Administration, the U. S. Employment Service, or any other governmental agency which might be charged with the responsibility of rehabilitating returning servicemen. The function of the plan would be to supplement such federal activities in the case of Coast Guardsmen, with whom for over five years the Auxiliary has now had a common bond of interest.

"The Auxiliary has regarded the challenge which the end of the war will put forth much as it has regarded the problems raised by the war itself as one which coöperative action and intelligent planning can do much to meet and solve."

It sounds as though the Auxiliary still has a big, possibly bigger, job ahead!

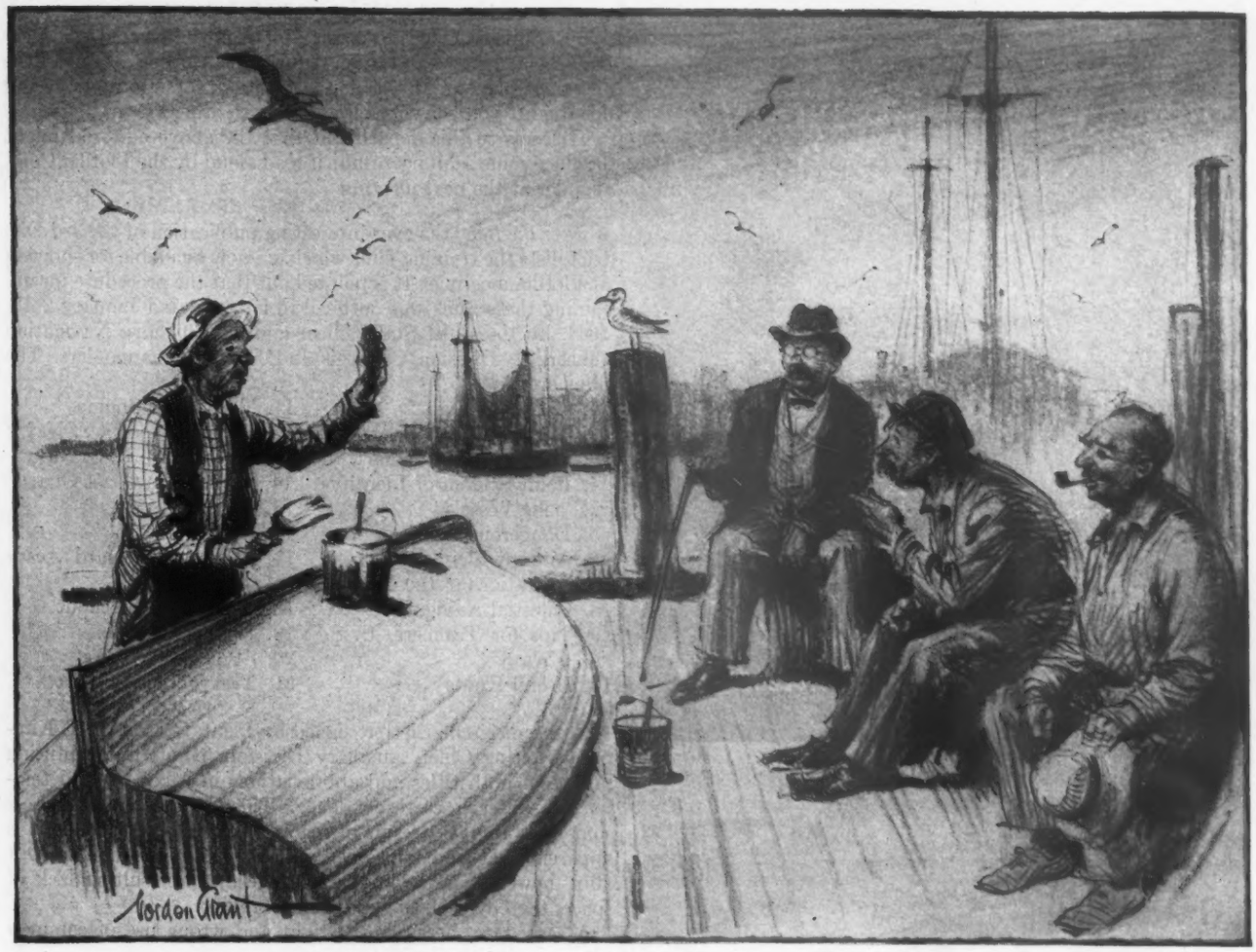
▶ "Sit back and relax as you read this," is the straight-to-the-shoulder admonition of a commendable editorial in *Topside*, the Auxiliary publication of the 4th Naval District. It continues: "We're going to put something squarely up to you. Your reaction will go far in determining the real significance of temporary enrollment in the U. S. Coast Guard Reserve. As a matter of fact, by far the majority of us need not read further — but there are some of us reading this now to whom we especially want to talk.

"It's about how you consider your position as a temporary member of the U. S. Coast Guard Reserve. When we first joined up, the new excitement of war impelled us to choose the one single job of participation in the war most practical to us and most useful to the country. So we enrolled — with thousands of others motivated by the same reasons. There was threat of sabotage, there were actual sinkings within a few thousand yards of the Jersey coast, there was danger of air raids. We got something of a thrill out of it all.

"Perhaps part of the thrill has passed. The theaters of actual combat are now remote. Danger of air raids, of sabotage *seem* relatively slight. Now monotony in some cases is sucking some of us down into a dull lethargy — the most feared single enemy of the armed forces. The simple fact is that some of us are not taking their 'trick at the wheel.' These men are letting the others down.

"So let's take it — or leave it! Let's keep doing the job we set out to do — or leave it. Let's declare our position. We're either in or we're out — in or out of the Armed Forces of the United States of America. There remains a job to be done. Regulars have been released and will continue to be released — *limited only by our capacity to take over and maintain our duties.* It's obvious that the more regulars that can be released, the less need for new inductees now, including *primarily* men with families.

"This is no Sea Scout troop! We've taken on a wartime job, collectively and *individually*. It's true we're not subject to the full strictness of complete military regulation. It's true that 'keeping the faith' lies largely in our own idea of keeping that



"Critics". . . drawn for Churchward by Gordon Grant

So much is being learned

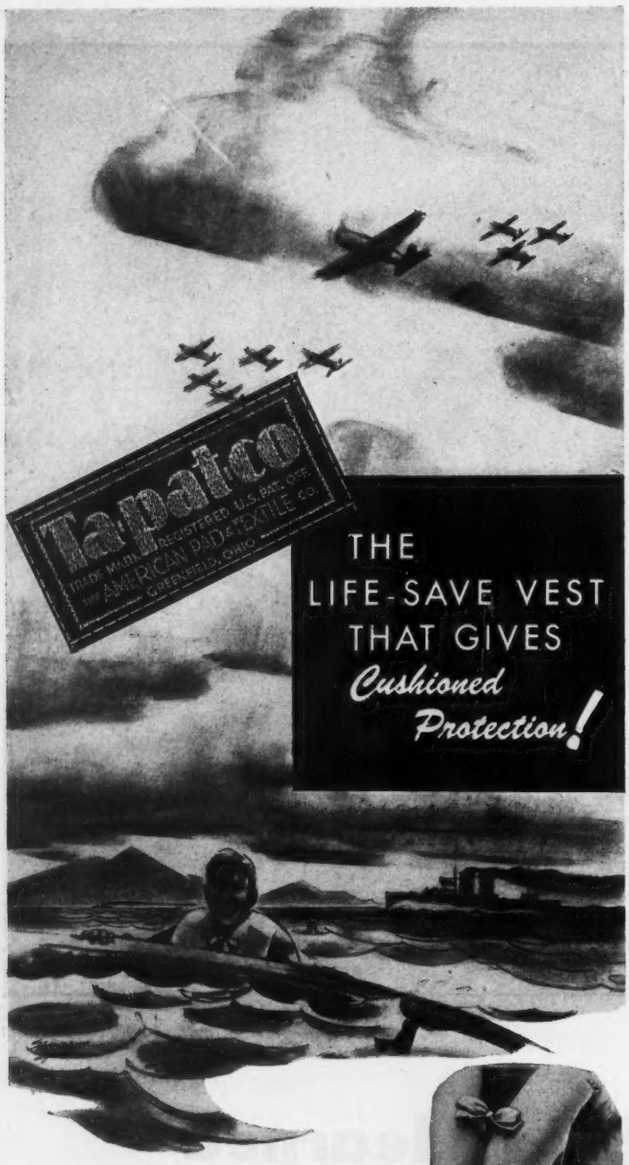
Many lessons can be learned from the production achievements of wartime industry.

The field of welding is one in which important innovations are taking place. Welding science has pushed ahead 10 years in the past two. More and more products are being welded *for greater strength, metal-saving, lighter weight, faster production.*

In this vast field, methods have been developed that seem to hold great promise for peacetime industry. So much is being learned that we are confident of this: you can look forward to some interesting new developments when the tremendous requirements of the war are met.

A larger print of Gordon Grant's picture used in this advertisement, suitable for framing, is available to you with our compliments. Please write for yours early as the supply is limited.

CHURCHWARD & CO. • 37 WATER STREET • WEST HAVEN 16, CONN.



Men of our Navy, Coast Guard, Merchant Marine and troops in water-borne transit have the protection of Ta-Pat-Co . . . *the life save equipment that never lets you down!* This kapok-filled life-save vest is cushioned to guard against jolts, floating wreckage, snags, cuts, tears . . . even bullets can't sink it! It is comfortable to wear, soft and light-weight, but can stand the toughest going. Entire production is now for war . . . but after Victory is won, Ta-Pat-Co will again be available for the safety of all who work or play on the waterways of the world.

TA-PAT-CO STAY-A-FLOAT HAS GONE TO WAR

Thousands of unfilled orders for STAY-A-FLOAT were on hand when our factories went exclusively on war work. When peace-time returns this famous patented life-save and swim-vest will again make water sports safe for young America.

NOTE: The kapok in Ta-pat-co life preservers is a critical material reserved for the use of our fighting forces for the duration.

THE AMERICAN PAD & TEXTILE COMPANY
GREENFIELD ★ OHIO

In peace and in war, the leading manufacturer of Life-Save Equipment and Sleeping Bags

faith. It's true that military discipline or dishonorable discharge are not used as a club. You're asked to do two things — regularly, willingly. One is to report for assigned duty and volunteer for special duty as and when required. The other, to attend the meetings of your Flotilla for instruction, for information, and for the lift you get yourself and give to others."

It seems to this department that the above editorial might produce some salutary results if read aloud by the Flotilla Commander at the next meeting.

▶ *Over the Bow*, the ever-interesting publication of the 3rd District, lists the training films which are now available for showing at Flotilla meetings. It is pointed out that the procedure for obtaining these films was outlined in letters dated January 26th, 1944, by the Chief Staff Officer and by Auxiliary Navigation Officers to Division Captains and Flotilla Commanders. The films are:

1. Carry the Fight
2. The Weather
3. Coast Guard Auxiliary
4. Point System of Identifying Vessels
5. Dangerous Comment
6. Aircraft Identification
7. Operations of the Navy
8. Celestial Navigation
9. Tips for Teachers, U. S. Navy
10. Useful Knots
11. The Diesel Engine
12. Planes of the U. S. Navy
13. Ships of the U. S. Navy
14. Men of the Coast Guard
15. Cadet Cruise
16. Offshore Patrol
17. The Coast Guard Academy
18. Mississippi Blackout
19. Semper Paratus
20. SPARS
21. Task Force

▶ A recent circular letter, signed by Lieut. Comdr. J. H. Kimberly, Acting Chief, Auxiliary Division, points out confusing misuse of both titles and abbreviations in Auxiliary and temporary Reserve correspondence. This department's face is somewhat red as a result of reading this admonition, for it is apparent that we have sinned with astonishing regularity. Our alibi, however, is the paper shortage and a resulting lack of space, thereby requiring maximum brevity.

At any rate, here are the right and wrong use of common titles:

Right	*Wrong*
United States Coast Guard	Coast Guard
U. S. Coast Guard	C.G.
U. S. C. G.	CG
USCGR	CGR
USCGR	USCGR(T)
USCG Auxiliary	USCGA
Mr. Jones, commander of Flotilla 88	Commander Jones of Flotilla 88
John Smith, S1c(T)USCGR temporary Reservist	John Smith, S1c, USCGR(T) Temporary Reservist

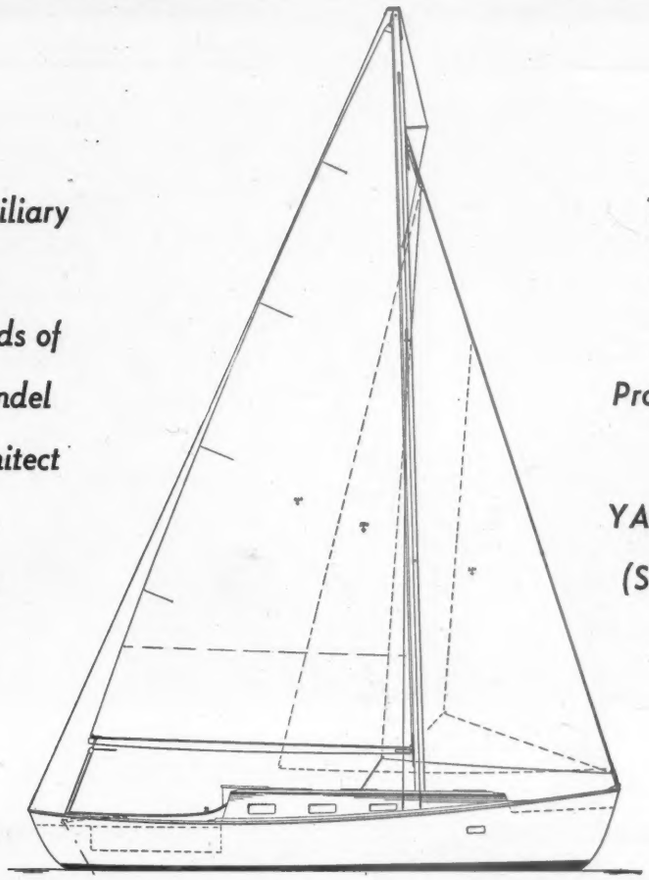
▶ According to a recent issue of the 7th District's publication, *Depth Charge*, temporary Reservists are playing an active rôle in the operation of aviation crash boats at the Coast Guard air station at Dinner Key. Men assigned to this duty must be capable of handling small craft, must be alert and nimble of feet as well as good swimmers.

"Each temporary Reservist," states the report, "is instructed in the method of rescue in case a crash should require him to extricate victims from the plane. Rescue might necessitate diving to recover the bodies of men trapped in the plane and applying artificial respiration or other methods for resuscitation.

"Their other principal duty is to see that the returning planes do not come afoul of the bulkheads or boats in the vicinity. The task is especially difficult on a day when the wind is strong and the sea is rough. Many thousands of dollars worth of plane equipment have been saved from destruction by crash boats being able to get a line on the plane and to pull the plane away from a prospective crash into the bulkhead after the plane has landed and the engine has been stopped pending landing at the ramp.

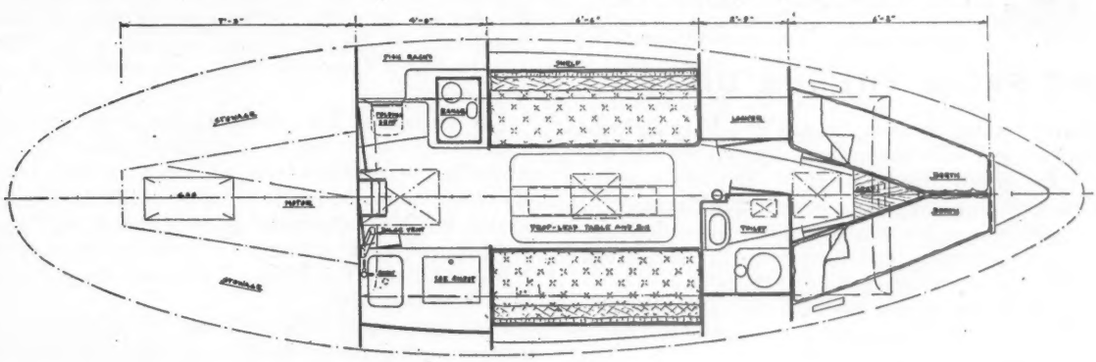
"The temporary Reservist is also responsible for seeing that all the traffic lanes in the water for landing and outgoing planes are kept clear of all vessels and ships of any type, especially sail boats."

Aluminum Auxiliary
Cutter
from the Boards of
Geerd N. Hendel
Resident Architect
of
Camden



This boat won
Second Prize
for
Professional Design
in
YACHTING Contest
(See August issue)

Mr. Hendel is a pioneer in aluminum design. He has owned and sailed a highly successful aluminum boat since 1940. He has been with this Company for two years, and while at present his efforts are entirely directed to winning the war, his services will be at the command of our customers when it is won.



Designers and Builders of Fine Yachts
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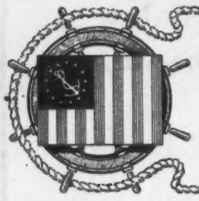


With the UNITED STATES POWER SQUADRONS

REPORT FROM THE 15th DISTRICT

▶ Way down "yonder" in New Orleans is a busy little man who is known far and wide wherever small boat operators wage war against the enemy. He's George W. Rappleyea and, as head of the Higgins training school, is personally known to the more than 15,000 young Americans who have graduated from the Higgins boat operators and marine engine maintenance school on Lake Pontchartrain since Pearl Harbor.

But behind this herculean war job is the story of the activities of the United States Power Squadron in the Fifteenth District, for without this organization's help, Mr. Rappleyea says, early organization plans would have been badly delayed. A Rear Commander and holder of the navigator's rating in the U.S.P.S., George Rappleyea drafted his Squadron associates in New Orleans as instructors for the first classes of young seamen as they poured into the classrooms shortly after war began.

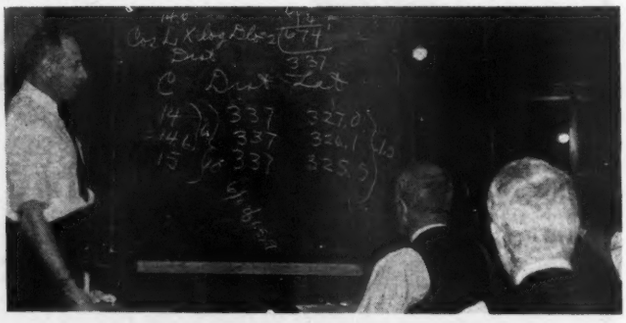
Among his most faithful assistants at this time were two Squadron navigators, H. J. Rollings and H. J. McCampbell. Rollings later was commissioned a lieutenant (jg) in the regular Coast Guard and McCampbell now holds a lieutenant's commission in the Coast Guard TR and has charge of all instruction of Reservists. Almost the entire membership of the New Orleans Squadron is serving in picket boats of the Coast Guard as members of the TR. At present, the Squadron has a class of 25 taking the Advanced Piloting Course, 12 taking the JN and five have recently stood examination for navigators.

On one of his navigation check cruises to Mobile, Commodore Rappleyea interested Mobile yachtsmen affiliated with the Buccaneer Y.C. in starting a Power Squadron there. This was slightly over a year ago; today the Mobile Bay Squadron has graduated one class in Elementary and has a second one projected. A smaller class in Advanced Piloting is also under way. Springer Tam, head of the Mobile Squadron, has just purchased one of the 21′ cabin knockabouts in New Orleans and she will be added to the growing fleet of 21-footers at Mobile which is headed by the consistent winner *Robin Hood*, owned by W. B. Crane, also of the Power Squadron and of the Buccaneer Y.C.

The Buccaneer Y.C., home of the Power Squadron, has been turned over to the Army for the duration. The clubhouse proper is a four-masted schooner which has been permanently moored by pumping her hold full of sand. Because the Army needed the land approach to the schooner, the Buccaneers vacated her and are sailing their boats from a temporary basin in Mobile River. The Mobile Y.C. continues to operate from its club at Dog River.

The Chattanooga Squadron, also in the Fifteenth District, is 100 per cent in the service of the country and, with Oklahoma City, is marking time for the duration. Big plans are in the making for the day when members return.

B. M. SHERIDAN



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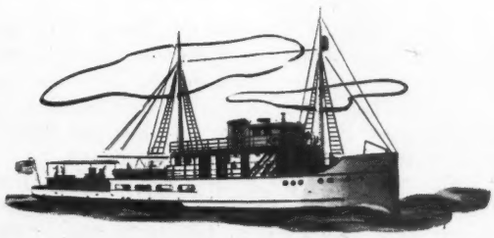

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The illustrations show just a few of the many types and sizes of Crouse-Hinds Searchlights

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BOOKS FOR THE YACHTSMAN

WARSHIPS OF THE WORLD *edited by Roger Kafka and Roy L. Pepperburg.* (Cornell Maritime Press, New York. $15.) This, the first issue of a new "catalogue" of the fighting ships of the world, is a remarkable publication in many respects. First, and most important, it is a book of American origin, and hence is infinitely more up-to-date than comparable compilations which are annually imported into the United States. Secondly, it is basically more comprehensive than any similar type of book which has as yet been published. As a result, *Warships of the World* appears to this reviewer to be infinitely more desirable to both the professional and the layman than have the wartime issues of that excellent perennial, Jane's *Fighting Ships.*

Not the least of its value is its convenient format. Although it totals over 1000 pages and includes a staggering collection of photographs, text material, tables and statistical data, its size and arrangement is such that it can be handled and consulted with maximum ease. The order of contents is, as might be expected, alphabetical, with the exception that the United States fleet receives the initial position. Each section (and there are over 50) is devoted to a nation; within each one the material is in turn divided into sub-sections devoted to the various ship classifications. There are, in addition to photographs and/or outboard profiles, unusually complete specifications as well as extensive comment on individual ships of a class as well as on the class as a whole.

Both the expert and the layman will find the supplementary material of great interest. Included is a splendid chapter on ship identification and recognition, a list of the principal shipyards of the world, and a brief but sufficiently complete glossary of ship and naval terms.

It is to be hoped that *Warships of the World* will hereafter be an annual publication. In any event, the present volume is a "must" book for anyone and everyone concerned with naval matters. C. R.

CHESAPEAKE CRUISE *edited by Norman Alan Hill.* (George W. King Printing Co., Baltimore, Md. $5.00.) A rambling but highly readable "yachtsman's tour" of some sixty historic homes, towns and anchorages of the Chesapeake. Skippers who are contemplating postwar cruising in the Bay will here find much of interest. Excellent illustrations. C. R.

LORE OF THE LAKES *by Dana Thomas Bowen.* (Published by the author. $2.50.) Yachtsmen and maritime enthusiasts who are especially interested in the Great Lakes will find this a veritable encyclopaedia of the Lakes' ships and shipping. There are many illustrations, most of which are excellent. C. R.

LARCHMONT RACE WEEK

(Continued from page 68)

five races, Miss Charlotte Perry, of the Pequot Y.C., with her *Carolina,* annexed the championship as that title series was run concurrently with the Race Week Series. Her score was 126 points to 113 for Miss Aileen Shields in *Whim.* A. E. Monetti's *Hera,* of Manhasset Bay, took the final race but Miss Perry had enough points to spare to offset Monetti's bid.

Bill Chesley with his "S" sloop *Auley,* accounted for the trophy in that class, the runner-up turning up in Phil Patton, his *Kandahar* scoring 64 points to *Auley's* 70. "Skip" Etchells and his *Shillelah* took four out of five in the Star Class, losing one race to Arthur Deacon in *Armade* by one second. "Skip" used this series as a tune-up for his Atlantic Coast attempt in which he made a perfect point score at Bayshore two weeks later.

The success of Race Week is a high tribute to the hard working Larchmont Race Committee consisting of Alex Gest, chairman; Clinton Bell, William Bierne, Chester Bentley and Jack Ramsay. This crew deserves a lot of credit for it was due largely to their efforts that there has been such active racing on the Sound this season.

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One of the plans on our boards for postwar construction is this 48-ft. cruiser.

This 45-ft. flying-bridge combination cruiser and day boat, with plenty of open deck space, should appeal to the sportsman now giving even occasional thought to his after-the-war boat. It is one of the plans on our boards for post-war building and is by R. E. Bingman, marine and industrial designer.

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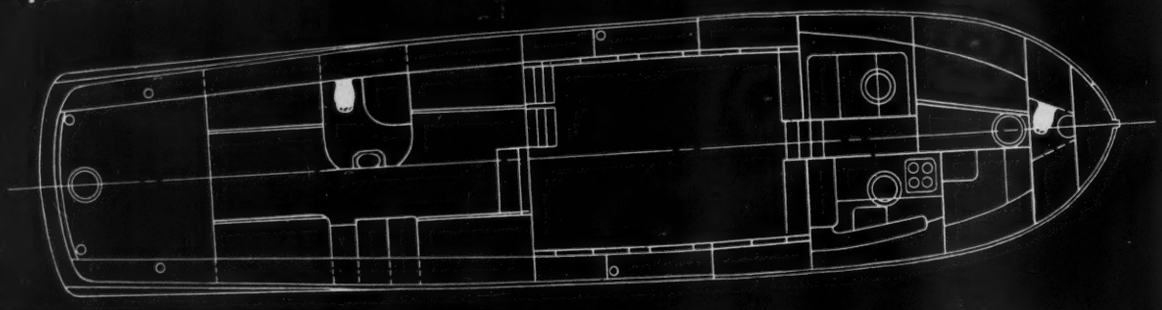

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WHAT OUR READERS SAY

SPEAKING OF THE SOUTH SEAS

Editor, YACHTING:

▶ All my work isn't always of a bellicose nature, thank God. Some of it is so similar to yachting that it's pleasant. A freight haul, for instance, may be 150 miles along the coast. The leader has a picket boat much like Louis' *Kaylou*. The difference is that she has machine guns, radio and the very best in motors. The freight barges string out astern, 20 or 25 of them. They're the usual flat-bottomed, uncomfortable tubs. The last boat usually has a radio telephone so we have complete control of the convoy. "The time of departure" is the time you're ordered out. Might be midnight, dawn, any time. It amuses me when I remember my cautiousness back home. Here there are no lighthouses or buoys or even towns ashore to guide by. Your compass is your only guide. The charts are unreliable, too. Frequently they have frank remarks like: "Coast believed to extend further east" or "Islands and shoals reported here." The tropical nights are always full of rain and visibility is usually zero. The danger of being run down by large ships is ever present. And frequently we are startled by having some huge battle wagon slither by, a monstrous hunk of blackness. Yet, when I'm not at the wheel, I turn in and sleep like a baby. Something goes wrong, the radio phone is stuck into my face.

"Number 312 having engine trouble, falling behind; over." "One to two — cut speed to 1300 revs, repeat 1300 revs, repair and report progress; over." "Roger!"

And back to sleep again. The strain of trying to see through the blackness and focusing on the compass degrees, ruins your eyes. Next morning there is only one simile for the way they look and it's strictly G.I. "Like two holes in the snow." When the dawn is up, I relax and really sleep. The mere fact that planes usually come with the dawn doesn't keep me awake.

One nice thing about the South Seas (excepting hurricanes) is they're as calm as our bay back home. Pots and pans never fall and the boat rarely tosses the way our boat does back home on the way to the island. Of course, the tropical storms are terrific but, barring them, the cruising here is ideal. Our picket boat crews are picked men, the best sailors in the outfit. One is a cook, and the meals are better than what we get ashore. It's a constant thrill to me to plot out a course along a Godforsaken, uninhabited coast and hit it on the nose. Having a five-man crew, there's plenty of relief, so we run non-stop all the way. And a run of 150 miles becomes a pleasure jaunt. After we arrive and discharge our cargo, we lay around a day, rest up and listen to the radio.

As I've said time and again, I didn't get in the Navy but I honestly believe I'm doing more actual boating in my outfit than I'd ever been permitted to do in the Navy. Being a shepherd of a flock of boats in a convoy is no picnic but modern radio has simplified it so that we do it with little difficulty. When I think of people "writing up" their cruises to Maine, before the war, as if they were adventures! There's more potential hazard in five miles of this rugged coast than in a hundred along the coast of Maine. Reefs, sharks, Japs and blacked-out ships.

In the daytime, it's a constant scenic treat — palm-fringed atolls and the big islands with their towering peaks, flying fishes, blue water, rainbows, black squalls and glorious sunsets, and a peek at every kind of vessel known to man from native canoes to streamlined battle wagons. If it weren't for those gray demons of destruction, we'd sometimes forget we were in a war. The picket boats purr on and on; the radio plays a U.S. program; the cook brings us coffee and cake, and we sit on deck like yachtsmen in the dear dead days. Then one of those big gray babies swings over the horizon, or a plane "buzzes" us and we remember that we've still got that "gray skull-faced passenger" on board that we'd like to forget. Yes, he's still with us. It makes us sober only for a second and then, like true sailors, we forget. He's waiting for somebody else, *not us! We're* just cruising.

ALBERT F. CAPPELLI,
Lieut., A.U.S.

At Sea,
Southwest Pacific.

Hurricanes Strike Swiftly!

. . . that's a fact well-remembered by those who suffered heavy boat losses in the destructive, seething gale of 1938.

Heavy blows, if not hurricanes, are *usual* at this time of year. That's why it's especially important to check all mooring lines to prevent your boat from becoming wrecked or damaging other craft in drifting.

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Kidde

HEAVY WEATHER IN THE OFFSHORE PATROL

(Continued from page 36)

on a bitter January night with a good sea running to take in sail, and to have to crawl out onto the foot ropes of the bowsprit to furl the jib, while the freezing spray came over solid and the 'sprit frequently went almost under, was a job no one cared to do. The fact that no member of the crew was ever washed overboard or badly injured, goes to prove what a fine bunch of seamen the Patrol developed.

In winter, which offshore meant from October to May, we learned to carry as little sail as possible and, above all, to get it off in time.

Designers have learned a great deal in the past 20 years when it comes to making the best of limited space. If the schooner had been built in the thirties instead of the twenties, I am sure she would have been better laid out below. She was a hard boat to heat and fumes from the coal stove were always present. On several occasions, the watch below had to be dragged on deck as they had succumbed to the coal gas. Double smokeheads were finally installed and helped a great deal. However, when offshore it was rare not to wake up with a splitting headache. Locker space was scarce and, worst of all, there was no space in which we could construct an oilskin locker. To go through three or four days of wet weather at a time, and to have no place to stow the ever-increasing piles of soaking wet gear, made living conditions most uncomfortable.

The schooner also had wide double bunks in her after cabin; not only did these take up valuable space, but there is nothing more miserable than trying to sleep offshore in a double bunk. Any little sleep which might be had in the few hours off watch will be lost in the attempt to brace oneself against the constant rolling and pitching of the ship. In my opinion no ocean racer should have bunks much wider than the width of one's shoulders. The companionway came below directly into the main cabin, instead of into a lobby as in the more modern boats. This arrangement was bad since spray always came down and soaked the nearest bunk every time the hatch was opened.

During the second summer, it became increasingly evident that it would be necessary to give the old schooner a well-earned rest. Twenty years of use were beginning to show. There was only one other boat in service that could be used. She was a new cutter built in 1938 and one of the most extreme of the new crop of ocean racers. This cutter had been taken into service the summer before but, because of her single stick and lofty rig, had not been used the first winter. Most of the cutters taken into service had been rerigged as yawls, and it was proposed that this be done. Since it was still September and we could expect another few weeks of decent weather before the winter storms set in, we decided to take her out and give her a try as she was. On this patrol she behaved quite well and sailed so beautifully that we decided to leave her original rig intact.

The cutter was 61'10" over all, 44'9" on the water line, with a beam of 13'4" and a draft of 8'10". She has a centerboard which we used only once as it was subjected to terrific stress when hove to. Her mast was 78' from the top of the sheave to the deck and she carried 1800 sq. ft. of working sail. The rig was extremely flexible and the boom and mast could be flexed much the same as in a Star boat. Several times, when tied to the dock during a gale, the wind on her bare stick caused such a vibration through the hull that it was almost impossible to sleep below.

As with the schooner, her storm sails were too large and full but, since we had managed to acquire a small trysail, we kept the large one and used it instead of a triple-reefed mainsail for sailing in heavy going. The cutter hove to best with a medium-sized trysail sheeted with double sheets as nearly amidships as possible, and a storm staysail sheeted to windward. The best method of handling this boat in a storm was to keep as much canvas as possible on her at all times, which was just the opposite of the schooner.

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Owens' Postwar Pace-Setters!

Based on sound executive and engineering ability, Owens leadership has long been an established fact. Before the war, Owens sold more 30′ cruisers than any other builder . . . because yachtsmen knew that Owens' advanced design and standardized production methods meant more boat value per dollar. Now Owens announces its new postwar policy. Instead of just one hull size, our modern plants will build a full line of cruisers, each of which will be designed and built with the same care and skill that made Owens famous. Here are Owens' postwar pace-setters—one of which is *the ideal cruiser* for you.

The Motor Yacht and the Game Fisherman

From the Owens plant that turns out 42′ Army Rescue boats will come two new cabin plans on a modern, round-bottom hull of the 40′ class. The "Motor Yacht" will be a fore-and-aft cabin, enclosed-deck model, combining unusual roominess with luxurious comfort. Twin-screw, efficient and economical, the "Motor Yacht," like all boats built through Owens advanced manufacturing methods, will be an exceptional yacht value. Her sistership, the "Game Fisherman," will have spacious cruising and sleeping accommodations in her forward cabins, with a semi-sheltered bridge and large open cockpit.

The DeLuxe Sedan and the Sport Fisherman

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The Owens "Commuter" will be the ideal low-priced cruiser. She will sleep four, offer complete galley and lavatory facilities, and display unusually advanced styling. On this same vee-bottom hull, Owens will build the "Sportster," a model designed especially for fun and sport. Yachtsmen who prefer high-speed cruisers will find their requirements met in either of these two craft.

The Cutter

For sail enthusiasts, Owens will build the "Cutter," a stock racing-cruiser auxiliary that will be ideal for racing associations and clubs wishing a one-design class. With ample cabin space and clean lines, this 38-footer will be a sailorman's dream!

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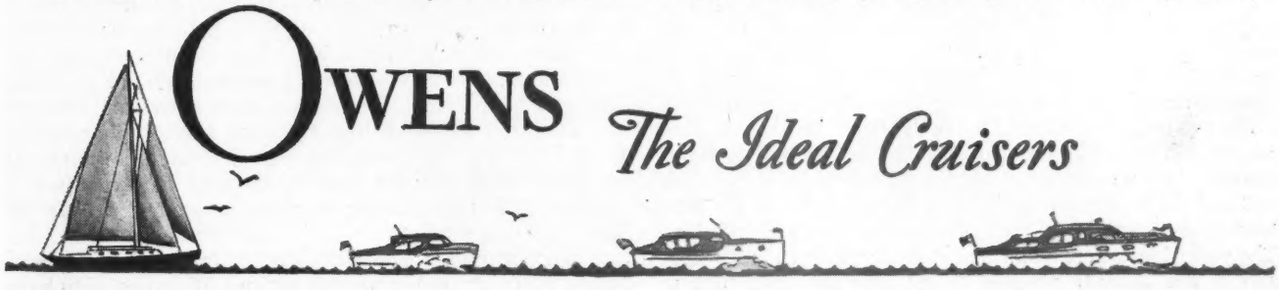

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She was a wonderful boat to handle on station in a blow, and a joy to the navigator since, by different trimming of the staysail and trysail, she could be made to do almost anything that was desired. With the trysail and staysail trimmed amidships, she would walk up practically into the eye of the wind and could be counted on to forereach from one and a half to two miles in an hour. By slacking off on both sheets, it was possible to drop down to leeward.

During a gale late in October, when the wind blew out of the east for two days at an average of over 55 miles per hour, and in puffs up to 70 and 75, there was never a moment when she was not in complete control. Since the wind blew out of the east and created a bad lee shore for almost three days in all, it was fortunate for us we had the cutter, as I do not believe the schooner would have been able to work her way clear.

The motion below on the cutter was much quicker than that of the schooner. During the first patrol, a few of us who had never been seasick during more than a year's offshore work on the schooner, were, to put it mildly, off our chow. Sleeping during a good blow was sometimes less comfortable because she would jerk and snap the sleeper so much as to keep him awake. However, the layout below was so clean cut, wide open and easily ventilated, that I for one much preferred her to the schooner. The bunks were comfortable and not too large, there was excellent locker and stowage space and, wonder of wonders, a copper-lined oilskin locker with draining bottom! The main companionway entered into a small passage that also contained an excellent chart table and plenty of space for charts, books, sextants and all the other gear it was necessary for us to carry.

She was easily heated and, due to the *Dorade* type ventilators, we never had to worry about coal gas, as in even the worst weather there was ample ventilation. Her ice chest held its cold well and the food never spoiled as it frequently did in the older boat. It also opened from the top, which had the cook's blessings. The water tanks were ample and stowed well down in the bilge and it was actually possible to get into the head without doubling up and easing in sidewise.

I had read a great deal about the use of drogues, sea anchors and oil when caught at sea and forced to heave to. We had a canvas sea anchor issued to us and also, at one time, a weighted wooden triangle about three feet high, complete with chain. This abortion was called a drogue and had been designed especially for small boats. It was too large to stow below and, when lashed on deck, had a nasty habit of fouling every bit of gear and every sheet within reach.

We tried it out several times under different conditions and finally ended up by easing it onto the dock one day just as we were sailing. The canvas sea anchor was a beast to handle and the results did not justify the effort, so we soon gave that up too. Oil was pumped through the heads and oozed out from oil bags over the bow. I think it would have helped except that we moved so rapidly we either forereached through the slick or drifted away from it, and it would have taken more oil than we had room to stow to do us any good. I can see how, in a large, slow-moving ship, oil might have great advantages but we bounced and skipped around so rapidly it was not of much use to us. The oil also had an unpleasant way of washing back onto our decks and, since the footing was extremely hazardous at best, the addition of a thin coat of oil over a slippery wet deck was not exactly our idea of fun.

I had always read and heard that a deep forefoot was necessary for heaving to, and that a boat that was cut away too much forward would not heave to at all. Since both the schooner and the cutter (especially the latter), had sharp bows, well cut away and quite shallow forward, I personally do not think this has much to do with it, for they both hove to well and the more extreme cutter was the better of the two. I believe that there is no well-balanced and well-designed sail boat that cannot be safely hove to if only the crew has the time and experience to experiment with the proper trim and amount of canvas the individual boat requires.

In the newspapers in winter there are frequently pictures of fishing boats completely covered with ice. We expected to have great trouble with the forming of ice and at first there was talk

7 Reasons

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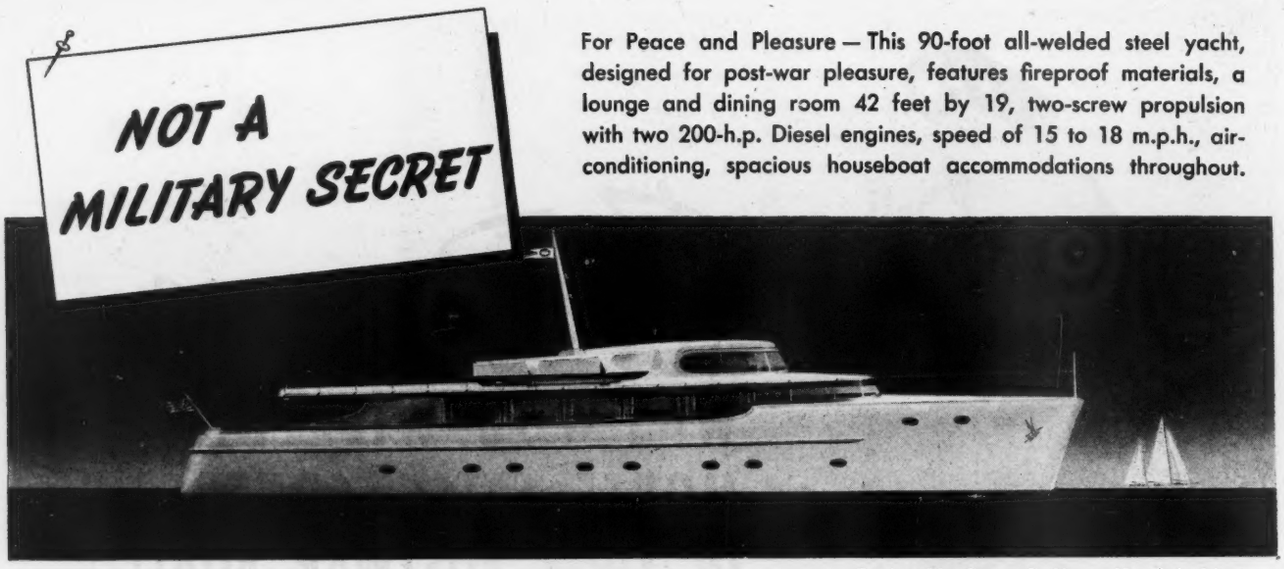


For Peace and Pleasure — This 90-foot all-welded steel yacht, designed for post-war pleasure, features fireproof materials, a lounge and dining room 42 feet by 19, two-screw propulsion with two 200-h.p. Diesel engines, speed of 15 to 18 m.p.h., air-conditioning, spacious houseboat accommodations throughout.

Designed by George G. Sharp, Naval Architect

It's no secret, military or otherwise, that this modern all-welded steel yacht has been designed for the post-war pleasure of the few who can afford the finest, built especially to suit individual tastes. Until Victory, Ingalls will concentrate all efforts on building ships for war — giant fighting transports and supply ships. Our purpose is to build now and always the finest ships the world has ever known.

Ingalls will welcome the opportunity to submit yacht designs and estimates for your own individual requirements.

INGALLS
Ships

The Ingalls Shipbuilding Corporation
Two Shipyards: Pascagoula, Miss., and Decatur, Ala.
Offices: BIRMINGHAM, Pittsburgh, New York, Washington, New Orleans.

of using for the winter patrols only gaff-rigged ships that hoisted their sails with hoops instead of track. The few yachtsmen who had ever done any winter cruising assured us that, if ice got on the sail tracks and slides, it would be impossible to hoist or lower sail. After a few winter patrols under icing conditions, we discovered that when hove to in any sort of a blow, decks and rigging were kept wet enough by heavy spray and solid water so that the salt ice was slushy and soft and would wash overboard as quickly as it formed. Salt ice is soft and easily broken off rigging; in a few instances, rock salt was sprinkled on the decks to assist in keeping them free of solid ice.

Most of our trouble came in the last few miles to port, when under power or beating to windward in a sound, bay or harbor with high winds and comparatively calm water. It was here that the fine spray came aboard and had a chance to build up on hull and rigging; and it was only here that icing proved dangerous or really troublesome. The schooner, with her gaff foremast, manila halliards and sheets, long bowsprit and boomkin, naturally had more windage and iced up more readily than did the cutter with her wire sheets, halliards and stainless steel rigging.

The cutter had another advantage over the schooner since all of her headsails stowed below in her lazarette which was heated, while the foresail and staysail of the schooner were always bent; fresh water or salt spray would cause them to become practically solid blocks of ice. As the cutter would handle and sail well under headsails alone, the few times that the slides and track on the main froze, we brought her in under number three jibtopsail, loose-footed staysail and the large trysail hoisted flying on the main halliard without using the track.

If there is one thing the war has taught small boat owners, I believe it is that winter cruising can be pleasant if the boat and crew are properly equipped for it. In sheltered water on sunny days, with a light breeze and the boat well reefed down to keep cold spray from coming aboard, day sailing on short hops from harbor to harbor can be almost as much fun as on a summer day.

To be moored in some quiet harbor on a cold winter's night, with all hands below sitting around the coal stove telling — and drinking — a tall one, is an experience I shall look forward to when the war is over.

The opinions or assertions contained herein are the private ones of the writer and are not to be construed as official or reflecting the views of the Navy Department or the Naval service at large.

LATE FALL SAILING

(Continued from page 49)

kerosene heater like those found in old farmhouses. From their own experience, Sweedy and his wife think the fire hazard of this type of heater is greatly exaggerated. An old stunt, which can be worked out on any yacht, is to place an iron pancake griddle or a cookie sheet over the galley stove and light all burners. The metal radiates the heat in much the same efficient manner as the reflector behind a lamp.

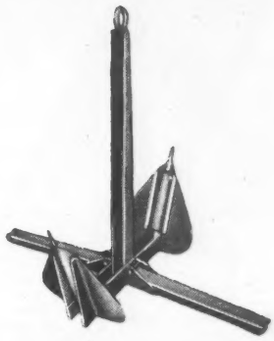
Few yachts have arrangements for keeping any sort of heater on while the crew sleeps; and any cabin will grow chilly over night. Sleeping bags are a perfect answer but ordinary blankets will do, if you get rid of the summer cotton or linen sheets. Any one who insists on these lubberly luxuries knows the clamminess they retain even after the cabin has been well heated. Cotton flannel sheets, however, are warm, dry and have none of the scratchiness of wool blankets. Mail order houses usually have a good supply in white, pastel blue and pink for the rural trade.

As the temperature drops, menus are changed aboard *Vida*. The cold sandwich and salad lunches of summer days give way to hearty stews. Whenever possible, a jug, all ready for reheating, is taken on board with us. When there isn't time for this, we "fortify" — one of the heavier canned soups, scotch broth or oxtail are good — with leftovers from dinner the night before.

SCIENTIFIC DESIGN PROVIDES THE ADVANTAGE

. . . more fire power
. . . more holding power

per pound



COMPARATIVE HOLDING POWER

Northill Anchor Type	Approximate Holding Power	Comparative Anchor Weight for Same Holding Power		
		Northill	Kedge Type	Stockless Type
Folding No. 6	240 lbs.	6 lbs.	35 lbs.	60 lbs.
Utility No. 6R	450 lbs.	13 lbs.	65 lbs.	110 lbs.
Folding No. 12	720 lbs.	12 lbs.	100 lbs.	180 lbs.
Utility No. 12R	900 lbs.	25 lbs.	130 lbs.	225 lbs.
Folding No. 20	1200 lbs.	20 lbs.	170 lbs.	300 lbs.
Utility No. 20R	1575 lbs.	47 lbs.	225 lbs.	400 lbs.
Folding No. 30	1800 lbs.	30 lbs.	260 lbs.	450 lbs.
Utility No. 30R	2100 lbs.	70 lbs.	350 lbs.	610 lbs.
Folding No. 50	2500 lbs.	50 lbs.	360 lbs.	825 lbs.
Utility No. 50R	2625 lbs.	105 lbs.	525 lbs.	918 lbs.
Folding No. 80	3600 lbs.	80 lbs.	500 lbs.	900 lbs.
Folding No. 100	4500 lbs.	100 lbs.	570 lbs.	1000 lbs.

There's no waste weight on a PT boat! Scientific design has streamlined them for action—saved every pound to add more speed and fire power.

And they waste no weight on anchors. Their modern Northills are designed to *cut weight as much as 85%. Yet they boost holding power up to 60:1!*

You can figure how many advantages these lightweight Northill Anchors give to U.S. fighting craft: faster, easier handling...savings in stowage space...and unsurpassed holding power.

With peace, Northill Anchors will be available to all. And with them will come other Northill marine developments, each with new advantages assured by the mark...

designed by

Northill

NORTHILL ANCHORS ARE STILL AVAILABLE to members of the Coast Guard Auxiliary and to commercial fishermen. If you do not qualify now, have your name put on the list for a postwar Northill. Consult your local Ship Chandler or Marine Supply Dealer.

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FREE! at Ship Chandlers and Marine Supply Dealers

"The Anchoring Handbook" is a complete and authoritative guide-book on anchoring problems and techniques. Twenty-eight fully illustrated pages, it tells how to figure holding power . . . how to choose anchorage. Gives merits of rope vs. chain plus scores of other tips for safer anchoring. Ask for your *free* copy today.

Under a spanking breeze you swiftly come about . . . hard over on the tiller . . . the sails flap as the boom swings . . .

Then as the canvas fills, she heels over — the biggest thrill of all — 20 — 30 — 40 — and more degrees. How many — is anyone's guess!

But why guess? On sail boat, yacht or motor boat a Chaney Clinometer gives you the answer besides adding that last touch to a perfectly rigged craft.

Think of the fun of knowing to the exact degree the heeling of your craft . . . the spice it will add to the yarns at the club . . . the authority and finesse it will give to the log book.

Order direct from this ad, sending the name of your boat so that we can letter it on the Clinometer as shown above. Price complete $25.00, including shipping charges. Satisfaction guaranteed.

A Chaney Clinometer is a beautiful navigating instrument, silent in operation and easy to put on your boat. A glass ball glides through viscous liquid on glass tracks inside a glass tube. Nothing to adjust—nothing to oil—no bearings to wear out—nothing to get out of order. No money you can spend on your boat will give you more satisfaction. Order today.

John L. Chaney Instrument Co.
LAKE GENEVA, WISCONSIN

The tail of the steak (cubed), or the end of the lamb roast, when mixed with noodles, rice or canned vegetables, are all suitable. Too large a dose of canned green peas or carrots makes the stew oversweet; otherwise, anything goes.

Cold fall evenings have taken on a new charm aboard *Vida* since the stormy week-end we spent at Lloyd's Harbor anchored alongside George Heinz's Alden yawl *Spray*. For two days, the rain had been beating down and a rip-roaring northeaster had kept us bouncing. All of us were beginning to feel cooped and miserable. At that point, Heinz invited *Vida's* crew on board *Spray* — and warmed and cheered us with hot tea with a teaspoonful of rum added to each cup. The rum-spiked tea can be served with or without cream, and with or without sugar, according to preference. The small amount of alcohol increases the cheering qualities considerably. A few sweet packaged biscuits for those who like to nibble, and any ship's crew will begin feeling more content with the state of the weather.

Some of our friends are bored by long fall evenings in the cabin. In *Vida*, we take turns reading aloud the gripping tales of sailors more adventurous than ourselves. Those who listen leisurely polish brass or turn in splices. Our little ship is snugged down, the cabin is cosy, and the weather outside the companionway seems as remote as the South Seas storm in the pages of our book.

Vida's crew has many pleasant memories of such evenings; and this year we hope to store up more before the melancholy day when at last we do drive off from the boatyard singing the end of the season sailors' ballad:

I thought I heard the Old Man say,
Leave her, Johnny, leave her!
You can go ashore and draw your pay,
And it's time for us to leave her.

12th ANNUAL PERPETUAL GOLD TROPHY REGATTA

(Continued from page 54)

into camp. Local driver Mabry Edwards sneaked in for a second over Barney Louthan, another Northern fireball.

Argument still wages hot and heavy over the results of the Class F Racing Runabouts. They were up to their usual antics, flipping, starting, stopping and then running again all over the course. In the midst of the hubbub, Dale Franzke's *Grand Slam VII* stuck up on the straightaway, threw out both driver and mechanic, rolled completely over and stopped in the middle of the course. With boats flying by on both sides, it is understandable that the scorers got a little mixed on the laps completed. Johnny Kovacevich, who holds so many F Runabout titles, had two legs on the Perpetual Gold Trophy and, unable to attend, had turned over his famous *Muscat Kid* to Wild Bill Downey, former National Champion. With Les Blederman on deck, Downey gave the big F a fine ride but couldn't keep the pace with Lloyd Huse and Jack Dempsey in the Yuba City flyer *Tag-a-long* in the first heat. In the second heat, *Tag-a-long* stuck up and the rest of the field blew up by degrees. Gerald Ratekin, defending champion, in *Torpedo*, was awarded first place with Harvey Sampson's *See Que* second, and the *Muscat Kid* third. Protests on the lap scoring are still pouring in.

Elmer Craveneer, defending champion in the Pacific One Designs, won in his *Pudgy*. The inboard races, as usual, were classics. Fifteen 135's faced starter Don Steans in the first heat. Eddie Meyer's new *Avenger* was unbeatable and toured the course at record breaking speed while the rest of the field battled it out for the rest of the places. Jimmy Middleworth's *Stingaree* and Rich Hallett's *Holiday VI* put on a battle for second and finished in the order given.

Tommy Ince, world record holder in the 225 Class, really had to pour the coal to *Invader* to win over Meyer who had stepped *Avenger* up into the faster class. Kenny Harmon pushed *Guess Who* into third.

It was a pip of a program. Over 65 drivers signed a roll call requesting another regatta to be conducted on the same course on September 3rd. Final arrangements for this event have now been completed and Associated Speedboats will conduct the affair.

POINTING TOWARDS THE FUTURE

TEMPTRESS, the experimental molded plywood yacht has now been put through her first arduous tests including heavy weather sea trials and has won the approval and acclaim of all who have had a chance to see and sail this delightful racer.

Experience gained on this boat will be reflected in post-war boats we will offer in addition to our regular construction in both wood and steel yachts.

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Marine Construction Co.

Stamford, Conn.

Willis
VOICE TUBE EQUIPMENT
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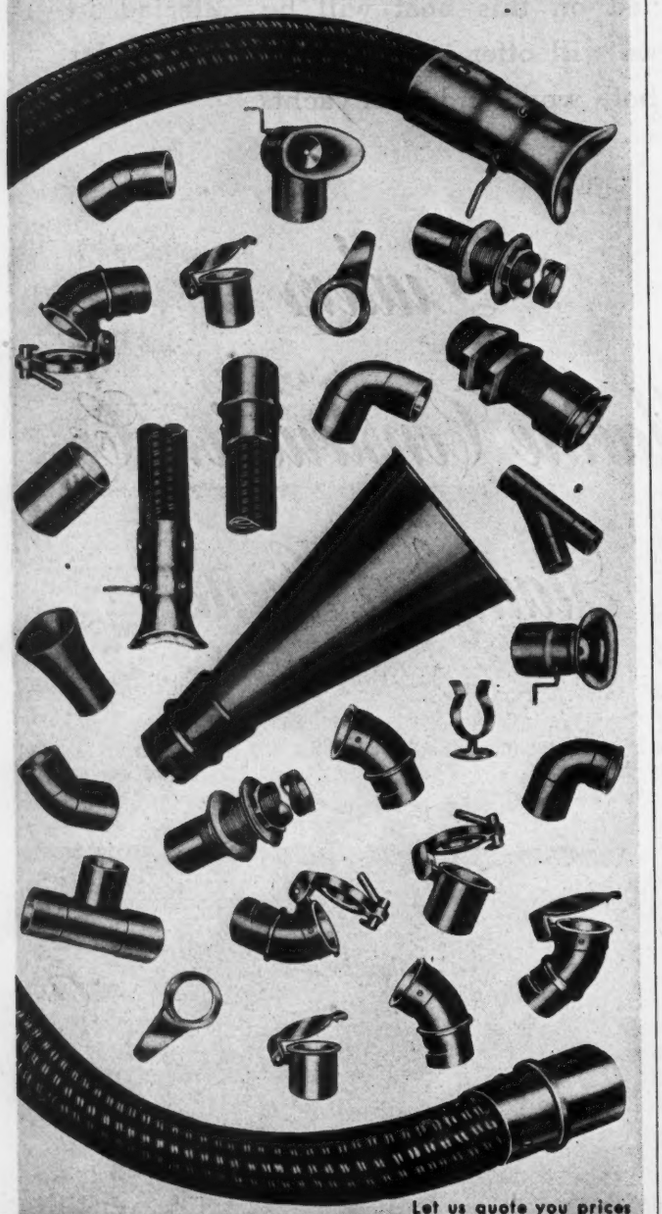
U.S. NAVY AND ARMY BOATS



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BARGING AND ITS PREVENTION

(Continued from page 59)

starting signal does not allow a leeward yacht to luff above or continue to sail above her course to the first mark in order to "freeze out" a barger.

The advantages of using the new rules (revised to include new section 13a) in place of existing rules when yachts are approaching a starting mark to be left to windward may be summarized as follows:

The new rules eliminate:

1. All reversals which occur at the gun in the obligation to give room at the mark.
2. The obligation to *foresee* the position of the windward yacht at gunfire.
3. The necessity of distinguishing between a yacht overtaking to leeward and one converging to leeward in order to determine the right of the windward yacht to claim room at the mark both before and after gunfire.
4. The difficult question of how far from the mark a windward converging yacht must assume *approximately the same course* as the leeward yacht to claim room at the mark.
5. All questions, many of which defy solution, as to the rights of the respective yachts when more than two yachts overlap as they approach the mark.
6. All questions as to the rights of the yachts when the water to windward of the mark is not navigable, or the mark is a large fixed object, such as a lighthouse on a small rock.
7. Last, but not least, barging which present Rules 34 and 31 have failed to eliminate, although they were designed with that purpose in mind.

HURRICANES

(Continued from page 47)

clouds. The air is warmer and less humid. All that remains of the storm's fury is the confused sea coming from every direction and breaking in no recognizable pattern. Referring again to Fig. 3, it may be noted that at the center there are, in contrast to the rest of the storm, descending upper air currents. Descending air, being warmed by compression, accounts for the rise in temperature and this in turn makes condensation and precipitation impossible since these two processes are dependent on falling rather than rising temperatures in the upper air.

Owing to the lack of knowledge of the physical structure of a hurricane, many ships, lives and shore property have been lost. Many an uninformed observer on land has reported that the storm steadily built up in fury and intensity and then suddenly ceased but that, after about an hour of comparative calm, another storm hit with full intensity from exactly the opposite direction. Examination of Fig. 1 shows how mistaken this impression really is. Since the storm is circular, the wind intensity is about the same along a single isobar and that intensity is determined by the distance from the center. As the storm moves across the observer's position, assuming that the track of the center is north and south, one experiences a southwest wind steadily building up to hurricane velocities. As the center passes, usually a circular area varying in diameter from 7 to 20 miles, the calm conditions described above hold true except, of course, that over the ocean there are the high and confused seas. As this calm center passes on, the storm is renewed in its fullest intensity with the wind from the northeast, decreasing as the storm center passes to the north. Many a death in coastal areas has been caused by failure to understand that the calm center is but a deceptive breather in the wholesale orgy of destruction.

If conditions are such that the mariner has the choice, he should maneuver into what is known as the navigable half of the storm. This half is called navigable only by comparison with the other half, which is called dangerous. The reason for this differentiation becomes apparent upon again referring to Fig. 1. Assuming that the storm center is moving in a northerly direction at a speed of 20 miles per hour (the speed of a hurricane normally ranges from 0 to 30 m.p.h.) the winds within the system continue to blow counterclockwise and spirally toward the

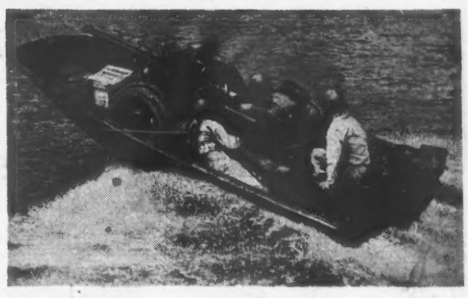
IT'S HEADS DOWN AND THROTTLES WIDE

—when the Storm Boats hit the beach!

BELLY-flat and heads down, nearly a ton of rugged fighting men and their battle gear cover the bottom of each racing Storm Boat when it slashes for the beach — hits the shore — leaps bodily from the water and disgorges its crew!

High speed, and the darting maneuverability of an angry hornet are the Storm Boats' defense against hostile fire. The great Evinrude "storm boat motors" provide both, make the Storm Boat one of the most spectacular of small assault craft.

1 The speedy Storm Boat is useful for many other tasks! Here one is shown tearing over the water loaded with a 37-mm antitank gun, together with two-man gun crew, ammunition, and the operator. Machine gun squads and mortar squads are among other standard storm boat "cargoes".



2 Storm Boat on patrol: The hull draft is only a few inches, and like all other Evinrudes the big motor tilts readily over obstructions, making the storm boat adaptable for operation in the shoalest of waters. The bottom is well compartmented to make the boat practically nonsinkable.

3 The high efficiency of the storm boat motor has won for it other important assignments. Here are storm boat motor power heads specially built to power high-capacity portable pumpers . . . "last-ditch" fire fighters for use when a ship's main fire-fighting equipment has been blasted out of action!

All of Evinrude's facilities are now devoted to production for Victory. With peace there will be sparkling new Evinrudes for all to enjoy. EVINRUDE MOTORS, Milwaukee 9, Wisconsin.

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OUTBOARD MOTORS

Every Dollar You Invest Helps Speed Victory — Buy More Bonds

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POST-WAR BOATS FOR PROSPECTIVE BOAT OWNERS

GAR WOOD will have a complete market coverage of runabouts, starting at 17½ feet; a complete line of utility boats, starting at 15½ feet—in both open and cabin type—as well as two low priced cruisers. A boat for every purse and purpose. While we now are busy in war work, we are thinking and planning for a big post-war market.

GAR WOOD INDUSTRIES, INC., *Boat Division*
Marysville, Michigan

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BUY WAR BONDS NOW TO ASSURE EARLY VICTORY

center. This twin movement may be likened to that of a toy top, which spins about its axis and at the same time moves laterally across a floor.

Upon examining an isobar near the center, it may be found that all along its circle the wind velocity is about 80 m.p.h. The winds to the right of the track of the center are more or less southerly and to the left northerly. Supposing that the storm is moving to the north about 20 m.p.h., this speed, added to the wind velocity of 80 m.p.h., results in an apparent wind over the surface of the water or land of 100 m.p.h. On the left hand side of the storm, however, the wind blows to the south or contrary to the direction the entire storm is moving in. Therefore from its actual velocity of 80 m.p.h. there is deducted the storm's speed in the opposite direction of 20 m.p.h. for a net wind velocity over the water of 60 m.p.h., or roughly 60 per cent of the wind's strength as encountered in the right hand semicircle of the hurricane. If a vessel is in the upper right hand side of the storm before recurvature, the recurving may bring the center directly over her. For these reasons, the right semicircle is considered the dangerous half and the left the navigable. Since the wind deflection is to the left in the southern hemisphere, the winds blow clockwise about the center of a hurricane and its path is first to the right and then to the left on recurving. Therefore the dangerous half in the southern hemisphere is the left semicircle and the navigable half is the right.

While this article has dealt mainly with the West Indies hurricane, this special tropical storm occurs in several other localities as is shown in Fig. 4. No matter where they occur or by what name they are called, hurricanes have the same physical characteristics. When one occurs off the west coast of Mexico it is called a hurricane. In this area it is not extremely forceful and does not occur with such frequency as does the West Indies variety. In the Far East (off the eastern coast of Asia), it is referred to as a typhoon and in the Bay of Bengal and the Arabian Sea as a cyclone. When off the coasts of Australia, the inhabitants have been known to give it the name of Willy-Willy.

No account of hurricanes can claim to be fairly complete without some mention of the now famous hurricane of September, 1938. Striking without much warning and with unusual speed and fury, it spread death and destruction throughout the northeastern states resulting in close to 600 deaths. Since its path crossed one of the most populous and highly industrialized sections of our country, the property damage mounted to the unprecedented total of four hundred million dollars. Thousands of private and commercial craft were wrecked, either by the high velocity of the wind or by the reinforced tide.

As may be seen in Fig. 5, the September, 1938, storm followed a normal course up to the evening of the 20th. Shortly thereafter, it abandoned its path of recurvature and continued in a northward rather than northeasterly direction. That this was unusual is borne out by the fact that New England had not previously been visited by a full fledged hurricane since September, 1815, and before that in August, 1635.

As I have stated, a hurricane may be deflected or even temporarily stalled by a high pressure area in its path. Ordinarily, this causes recurvature earlier than usual over the Atlantic or deflection to the coastal areas of the southeastern states or Texas. The path of the 1938 hurricane was blocked, not by one but by two high pressure areas side by side. Between these two was what the meteorologists describe as a "long narrow trough of low pressure" through which moist tropical air was swiftly flowing northward. The hurricane, already traveling at an above average speed of nearly 20 m.p.h., funneled up the trough at roughly 60 m.p.h. on the track as is shown in Fig. 5. This unusual speed and the high velocity of the wind within the storm were probably accentuated by the clockwise direction of the wind circulation in the adjacent high pressure systems on both sides of the track. Hence each was blowing in the same direction as the hurricane winds where they touched. It should now be evident as to why New London suffered greater damage than New York City. The former was in the dangerous half and the latter in the navigable half.

NINETY DAYS IN A WHALEBOAT

(Continued from page 43)

the best we had experienced since we left the wreck. At one o'clock, I proposed to our boat's crew to kill one of the turtle we had in our boat. The proposition was hailed with enthusiasm for hunger was gnawing our stomachs and we waited with impatience to suck the warm flowing blood of the animal. A small fire was kindled in the shell of the turtle and, after dividing the blood among those of us who felt disposed to drink it, we cooked the remainder, entrails and all, and enjoyed it. The stomachs of two or three revolted at the sight of the blood and refused to drink it. For myself, I took it like a medicine, to relieve the extreme dryness of my palate. By observation, this day we found ourselves in latitude 7°: 53′ S; our distance from the wreck, as nearly as we could calculate, was then about 480 miles.

From the 1st to the 3rd of December the weather was distinguished for its mildness. On the 3rd, an accident happened to us which gave us a spell of uneasiness. The night was dark and the sky was completely overcast, so that we could scarcely discern each other's boats, when at about ten o'clock the second mate's boat was suddenly missing. I felt considerable alarm and immediately hove to, struck a light and hoisted it at the masthead in a lantern. To our great joy, we discerned an answering light, about a quarter of a mile to leeward of us; we ran down to it, and it proved to be the lost boat.

A few nights later, due to extreme darkness and a strong wind, I again separated from the other boats. Finding they were not to be seen in any direction, I loaded my pistol and fired it twice; soon after the second discharge they made their appearance a short distance to windward, and we joined company, and again kept on our course in which we continued without any remarkable occurrence, through the 6th and 7th of December. The wind during this period blew strong and much more unfavorably. Our boats continued to leak, and to take in a good deal of water over the gunwales.

December 8th. In the afternoon of this day, the wind set in ESE and began to blow much harder than we had yet experienced it; by twelve o'clock at night it had increased to a perfect gale, with heavy showers of rain, and we now began, from these dreadful indications, to prepare ourselves for destruction. We continued to take in sail by degrees, as the tempest gradually increased, until at last we were obliged to unstep our masts. At this juncture, we gave up entirely to the mercy of the waves. The sea and rain wet us to the skin. We made an effort to catch some fresh water by spreading one of the sails, but it proved to be as salt as that from the ocean. Heavy squalls followed each other in quick succession. Flashes of lightning appeared to wrap our boats in flames. The sea rose to a fearful height and every wave that came looked as if it must be our last. At twelve o'clock it began to abate a little in intervals of two or three minutes, during which we would venture to raise our heads and look to windward. Our boat was completely unmanageable; without sails, mast or rudder, and had been driven off her course. When the gale had subsided, we made efforts to get a sail on her and put her head towards the course we had been steering. My companions had not slept any during the whole night, and were dispirited and broken. By great exertions, however, towards morning we again set a double-reefed mainsail and jib and began to make progress. Unaccountable good fortune had kept the boats together during the gale.

December 9th. By twelve o'cloek today we were enabled to set all sail as usual but there continued to be a heavy sea running which opened the seams of the boats and increased the leaks to an alarming degree. There was, however, no remedy for this but continual bailing, which had now become extremely irksome and laborious. By observation, we found ourselves in latitude 17°: 40′ S. At eleven o'clock at night, the captain's boat was missing. We hove to for an hour, during which time I fired my pistol twice; obtaining no tidings of the boat, we then stood on our course. When daylight appeared, she was to leeward of us, about two miles. We immediately ran down and again joined company.

NOW AT WAR!
BUT
WHEN PEACE COMES--
All boat builders and boat owners will want the finer performance of Gamble Phenol Laminated Stems, Keels and Frames—even CONTINUOUS Stems and Keels! They mean Stronger Boats, More Durable Boats and Lighter Design!
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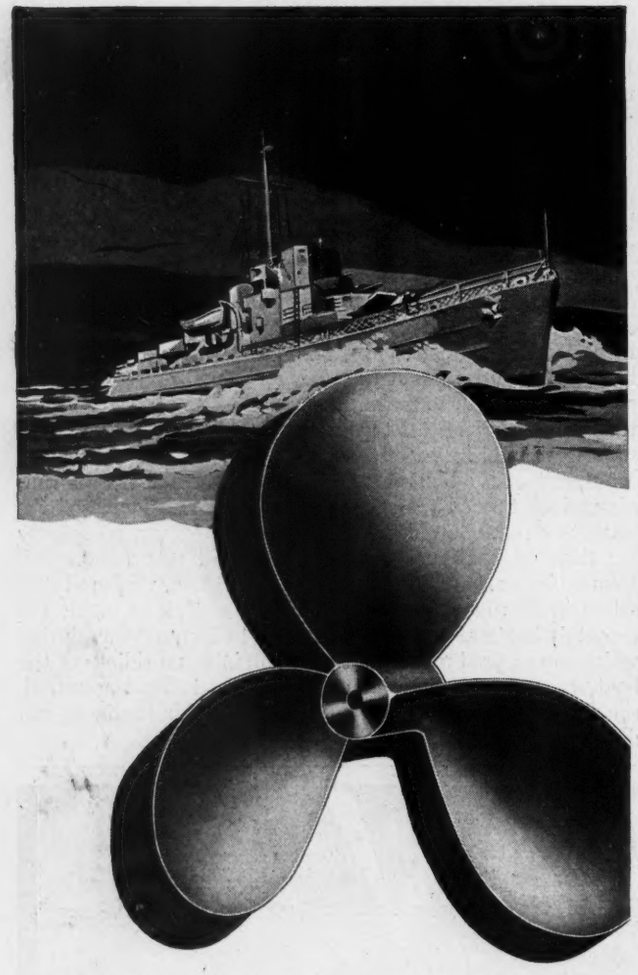

Maintaining the quality of COLUMBIAN PROPELLERS at par or better on a fast schedule may be likened to a ship at full speed on a long, hard battle maneuver. Both are a test of men and materials. From Columbian's laboratory to foundry to machine shop, the constant vigil kept over quality shows clearly in the sterling performance of COLUMBIAN PROPELLERS in the country's service.

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COLUMBIAN BRONZE CORP.

Freeport, Long Island, New York

COLUMBIAN BRONZE PROPELLERS

December 10th. Hunger and thirst were now beginning to weaken us and we were tempted to alter the established measure of our scanty allotments. Hunger pains were becoming increasingly violent. I had taken into custody, by common consent, all the provisions and water belonging to the boat and was determined that no eneroachments should be made upon it with my consent. I felt bound, by every consideration of duty to protect them, at the hazard of my life. For this purpose, I locked up the whole quantity in my chest, and never for a single moment closed my eyes without placing some part of my person in contact with the chest; having loaded my pistol, I kept it constantly about me. If anyone attempted to steal more than his portion from the rest of the starving wretches, I intended to shoot to kill without hesitation.

While standing on our course today, we came across a small shoal of flying fish; four of which, in their efforts to avoid us, flew against the mainsail and dropped into the boat. One fell near me and I eagerly snatched it up and devoured it. The other three were immediately taken by the rest and eaten alive. They were very small and were but a mouthful, scales, wings and all.

From the 11th to the 13th of December, inclusive, our progress was slow, owing to light winds and calms; and nothing of any moment happened, except that on the 11th we killed the only remaining turtle. The weather was extremely hot and we were exposed to the full force of a meridian sun, without any covering to shield us or the least breath of air. On the 13th of December, we were blessed with a change of wind to the northward, that brought us unlooked for relief. We made all sail to the eastward, thinking we had run out of the trade winds and had got into the variables, and should in all probability reach the land many days sooner than we expected. But we were grasping only at a straw of hope. The wind gradually died away and at night was succeeded by an oppressive calm which continued during the 14th, 15th, and 16th of December inclusive. The extreme oppression of the weather filled our minds with fearful forebodings. With our small amount of food diminishing every day, such delays in aimless drifting seemed fatal. I proposed on the 14th to reduce our allowance of provisions one half. No objections were made to this arrangement though our thirst had become almost intolerable.

Some of the men attempted to relieve the fever of their throats by holding sea water in their mouths and sipping their own urine. This only intensified their sufferings. In agony they hung over the gunwale of the boat into the sea to cool their fainting bodies. The rays of the sun beat down through the stifling air like fire. Head down in the sea one of the men observed that the bottom of the boat was covered with a species of small clam. We commenced to tear them off and eat them like gluttons but there were not enough to give more than temporary relief and those of us who went overboard to gather them were so weak from our exertions we fell fainting after struggling to climb aboard.

(To be Continued)

UNDER THE LEE OF THE LONGBOAT

(Continued from page 32)

tion of the pocket bubble sextant and its use, declination and hour angle of the sun for the years 1944 to 1948 inclusive (and you're not liable to be adrift in a rubber boat longer than that span of years), and an abridged table of altitudes and azimuths in fourteen pages that puts *H.O. 214* to the blush.

Just now, for the hell of it, I worked a sight and plotted a line of position in five minutes and found it to be only six miles from where I know myself to be. The intercept was 192 miles — which would have given me heart failure working by precise methods on a mine sweeper a year ago — but the chart I used was an aeronautical one that a rubber boat navigator should be expected to have, and it was easy to run the line. Also, the sextant is calibrated only to degrees and the latitudes, hour angles and declinations of the table are in five-degree increments, so that big intercepts may be expected.

Crown of steel for a queen

As significant in its way as the coronation of an earthly monarch, is the placing of the steel superstructure that crowns a queen of the sea. ☆ And surely a fine ship is queenlike, for she possesses regal beauty, proudly defies the wind, the weather and the sea and gives royal guardianship to the men who sail her. ☆ These qualities are imparted to a vessel by the shipbuilders—men who build with their hearts as well as their arms. Theirs is both an art and an industry—a craft and a science. ☆ For nearly forty years, Defoe has been building and *crowning* queens of the sea. Yesterday, beautiful yachts and hardy small craft came from the Defoe ways. Today, fighting ships for the Navy. Tomorrow, for peacetime America, Defoe will build private vessels and industrial products that reflect the skill and devotion typical of the shipbuilder's art. This is the only way we know how to build.

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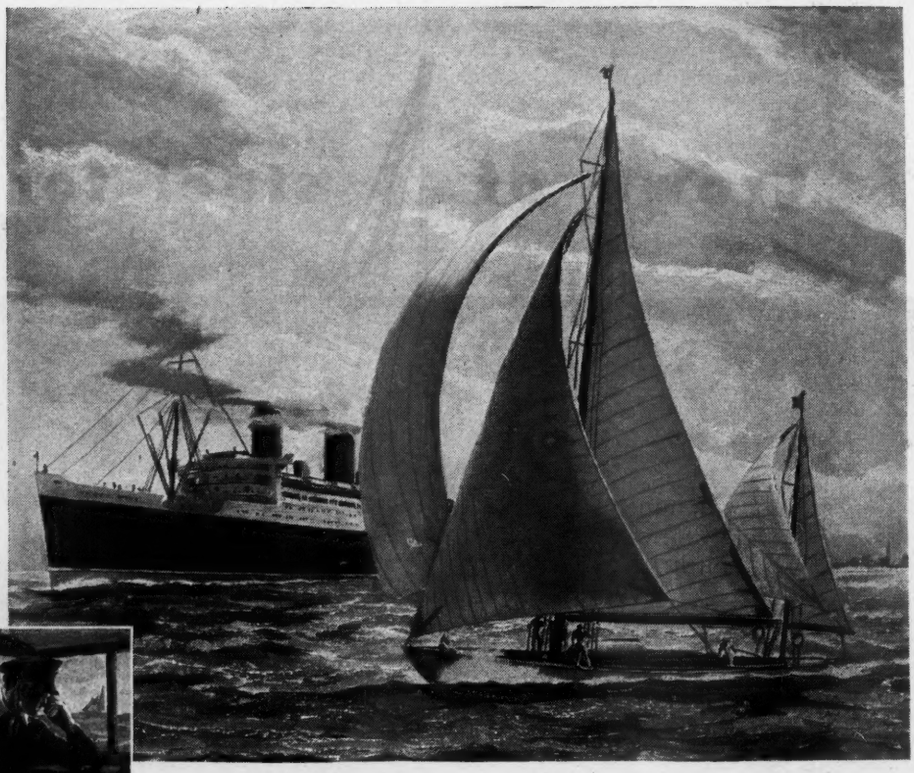

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THE HALLICRAFTERS COMPANY, MANUFACTURERS OF RADIO AND ELECTRONIC EQUIPMENT, CHICAGO 16, U. S. A.

POOR MAN'S YACHT

(Continued from page 60)

To go back to our cruise to Manteo. It was in August and we'd finished painting, coppering and rigging and had the "pot" running well, so off we went. We left our home on Melody Point (on Le Compte's Bay, an arm of the Great Choptank River about five miles below Cambridge) at 2:00 o'clock in the afternoon. From that hour on, and for the next thirteen days, the wind blew its head off from the southwest. This gave us a head wind all the way to Norfolk and almost all the way to Manteo. I'll never forget that trip the first afternoon, from the time we swung out into the Bay between Cook's Point and Tilghman's Island and laid our course behind Sharps Island for Cove Point at the mouth of the Patuxent. It was rough, really rough as the Chesapeake can be. Not long swells but a steep, quick, chop that hits you when you're down and then hits you twice on the way up. We made that beat to windward and by 10:00 p.m. had battered our way into the harbor at Solomons Island. We were wet, bedraggled and throughly broken in after a year's lay off, but we were sure that our boat was a "duck."

From that day on (each following day was the same), we were up and away by 4:30 a.m. At that hour, there was always a dead flat calm but soon there was a nice breeze, and we would beat along under full sail until about 9:00 a.m. Then we would put in a single reef, and within another hour a double reef (incidentally, a reefed spreet sail draws as well as a whole one). Under this double reef, we beat all day and every day steadily down the Bay. We hugged the western shore, taking advantage of the lee it afforded, and we sailed on.

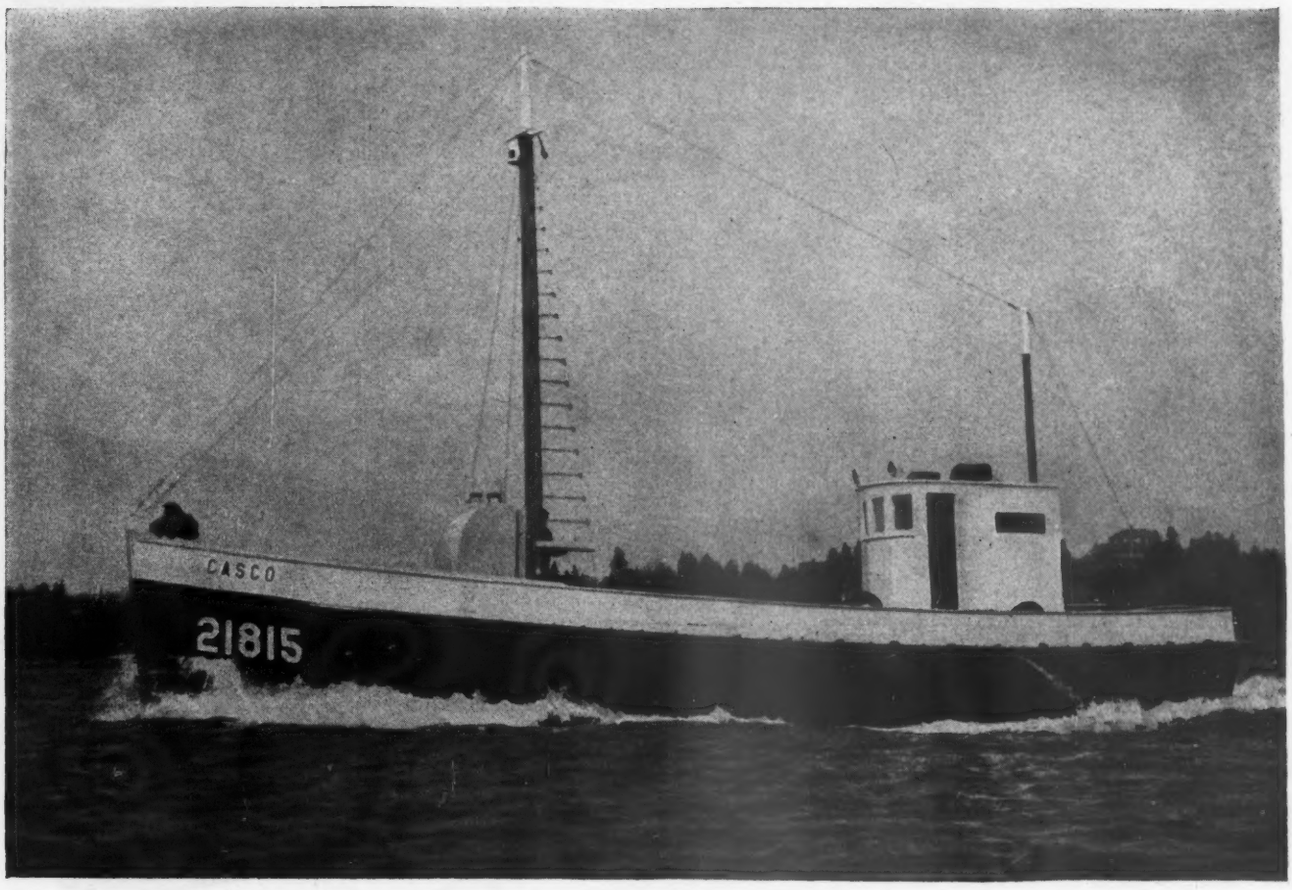
Next on to Norfolk. Hugging the shore as we were doing, we got caught in the breakers over a bar outside of Horn Harbor. As a result of that experience, no one can ever discredit the old *Drahcir*. Any boat that can sail through a surf comparable to that on the ocean shore with an onshore breeze, is a man's boat now and forever, amen! If you're ever off Horn Harbor, stay off that shoal. Going through Norfolk harbor was interesting; it was tricky and fun. At the Navy Yard, we lowered the sail, cranked up the "pot" and started to chug through the harbor. Norfolk Harbor is a busy spot. Tugs, barges, ferryboats, freighters, sailing ships and even PT boats were everywhere — and drawbridges! I think there were five. Everyone had to open up for us to get our 35′ mast through.

The trip through the canal is lovely but you can't sail because of the high trees all along it. There is a great deal of traffic and this calls for motor power, but ours never failed us. At Great Bridge, where they check your credentials and lock you through, the water turns brown and stays that way until you get clear out to Currituck Sound. They say it's from the roots of the juniper trees.

We came out into Currituck Sound at night, so we crossed it under power. It's a tricky channel but lit up like a Christmas tree. We finally got through the Virginia Cut and out into the North Landing River. Then it looked like the Atlantic Ocean. Albemarle Sound is big and we couldn't see shore any place ahead. But we took out the chart, set a compass course and made sail for Manteo, on the north end of Roanoke Island. With the help of a solid southwest breeze we found it right where it should have been.

Our trip home was uneventful, save for one thing. We were ready to leave Norfolk harbor at 9:00 one morning. As we turned the corner past the Navy yard, heading out into the bay, it was blowing so hard that we couldn't hold it, even under a double reef. So we put about and tied up at a boatyard. We went out under power at 4:30 the next morning, made sail inside of an hour and ran almost dead ahead of a heavy wind all day. At 5:30 p.m., we once more entered the Little Wicomico. We had covered almost 90 miles from Norfolk, and that's sailing!

Our ship carried us safely home and she's carried us on many a cruise since. She'll go anywhere it's damp, as she draws only 14″ with her board up, five feet with it down. She's a poor man's boat but as stout and able as they come, and fast enough to argue with anything except another bateau.



Meet the new "CASCO"
She's going strong at 79 years old!

JUST three years after the famous naval battle between the Merrimac and the Monitor, the "Casco" was put in service as an oyster dragger in Long Island waters. That was back in 1865. She spent her last 20 years as a water boat in Portland Harbor.

Today, powered with a 165-horsepower Gray Diesel, and a cruising speed of 9.75 knots, the "Casco" is very much back in service.

The "Casco" is a good example of the kind of work we are equipped to do. But it doesn't tell the whole story. We can take a boat — commercial or private, wood or steel — from the blueprint to fitting-out dock. The answer is: we've got the right men for the job and the right equipment! If this is the kind of yard you're looking for, let's get together.

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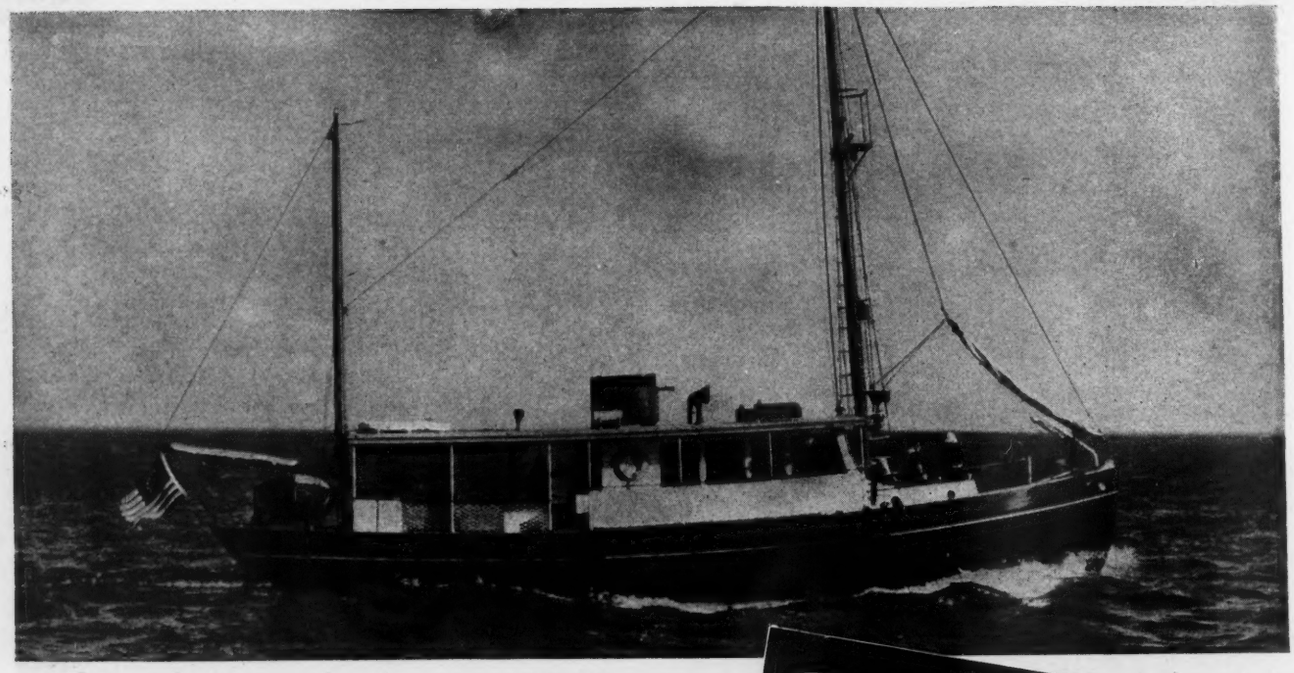

The "Last Buccaneer"

A MOTOR SAILER TYPE with accent on power, "Last Buccaneer" is a packet so salty, sea-goin' and solidly packed with cruising comfort that she instantly inspires the feeling, "that's the ship for me." Uncle Sam felt that way too, and she was early enlisted in strenuous wartime Coast Guard service.

52' 6" overall and diesel powered, "Last Buccaneer" was designed by Alden and built by us for Mr. Louis A. Ferguson of Chicago. Able yachts have been our specialty for many years—fast windjammers, motor sailers and husky motor cruisers. Here is a shop and veteran crew you can trust to carry out "the letter and spirit" of every plan, specification and idea in your postwar dream ship!

Palmer Johnson
STURGEON BAY BOAT WORKS
Sturgeon Bay • Wisconsin

LANDING CRAFT TECHNIQUE

(Continued from page 53)

Handling these box-like scows in heavy sea calls for real skill, and soldiers going into the beach realize this better than anyone else. A skilled boatman always avoids hitting a wave too squarely, so that his already shivering troops won't get any wetter than necessary. He aims to keep his boat trimmed, arranging his load so that she travels on an even keel. Trimming helps cut down violent pitching, which in turn reduces seasickness among the soldiers.

After they reach the rendezvous area just off the beach where their troops and cargo are designated, boatmen circle around anxiously, waiting for the control officer's signal to "hit the beach." When the word is given, the coxswains fan out. They speed up their engines and move into line for the assault just as racing trotting horse drivers jockey around so that they will hit the starting line together.

Hitting the beach is the coxswain's crucial moment. There are all kinds of things he can do wrong. If he guns his boat too fast, he will beach her so high and dry that she cannot back off under her own power after the troops have been unloaded. She must then wait for a salvage boat to pull her off, and in the meantime is preventing another boat from landing there. The most common danger in making a landing is broaching to; that is, allowing a boat to swing broadside to the seas. In a heavy surf, a craft broached to breaks up in short order. Less experienced coxswains are continually getting themselves in this predicament. Boats sometimes broach to because, after unloading, their "skippers" start to turn them around before they have backed into water deep enough to be clear of all sandbars and surf. When a beach is "hot," some coxswains become too anxious to swing around and head back to the transport anchorage area. When half turned around, they find themselves in an awkward position, hung up on another submerged bar just off the beach.

Some coxswains, on the other hand, are too cautious. When a man brings in his craft too slowly, she loses her momentum as she churns through the sand. In this case, she often stalls perhaps 50 feet from shore. In action, a coxswain cannot back off and try again, so his troops and cargo have to be dumped off into the water.

In smooth water, the trained boatman doesn't race his engine full speed ahead as he nears the beach. (They call this "cowboying!") Instead, he sizes up the surf and times his approach so that his craft will be pushed along by perhaps an extra large breaker. The idea is to "ride in" in the manner of a surfboard rider. When he feels the bow go aground, he speeds up his engine slightly, pushing ahead only as far as the craft will go easily. It is at this moment that crew teamwork enters. The bowman knows just when to lower the ramp the second the craft comes to a stop. If the ramp is dropped while still moving forward, it will bury itself in the sand, bringing the boat to a premature stop. Or she might even swamp if the ramp is lowered too soon.

In rough water, landing craft technique is slightly different. It is much harder, for instance, for an assault wave to stick to any set formation when approaching the beach. Each coxswain is left more to his own discretion as to where and how he lands his boat. In heavy surf, it is more difficult to judge the proper speed at which to land. A boat must travel fast enough so that her bow is lifted above the breakers. On the other hand, too much speed plus the extra boost given by heavy surf is apt to leave a boat high and dry. After hitting the beach, the coxswain leaves his engine in forward gear to keep the boat firmly lodged. He stands at the wheel during unloading, keeping his rudder amidships, which helps to prevent the stern from swinging as seas hit it on the quarter. Keeping his beached boat always at right angles to the surf is how a coxswain avoids broaching to.

Mastery of all these fine points in small boat handling pays off at H-hour. One broach to or a slipup in the loading process greatly slows up the naval shuttle service from ship to shore. Time is *the* determining element in the success or failure of any amphibious operation.

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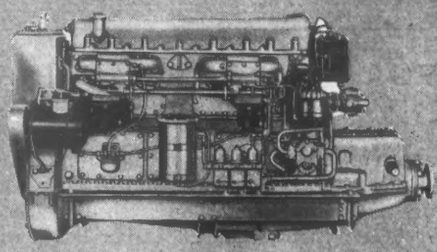
This up-to-the-minute marine power plant combines two prime requisites for modern mechanical warfare—speed and dependability. It is superbly smooth at all speeds, is powerful, responsive, and ruggedly built for the toughest kind of going.

Vital as a wartime contribution to our Armed Forces and those of our Allies, it will serve with equal distinction in many types and designs of power boats—medium to large speed cruisers, yachts or motor sailers—with or without reduction gears. Inquiries are solicited from those planning to repower or build when the change from war to peacetime production again permits.



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OXFORD BOATYARD CO., OXFORD, MARYLAND

THE PORT HURON—MACKINAC

(Continued from page 39)

Meteor's happy crew was comprised of Hank Burkard, Orville Vogeler, Bill Rutledge, Harry Williams and Norman Sarns.

Twenty-three out of the 27 starters finished the race. Bob Kerr's *Shamrock*, an "Eight," quit at Harbor Beach with rigging trouble. So did the 32-foot sloop *South Wind* of Johnny Boice. Leon Temple's schooner *Astrea*, among the pacemakers in the early part of the race, grounded on Thunder Bay Island, got off safely, but withdrew. Red Carlson's *Mingo* blew out her main and went into Alpena.

PORT HURON — MACKINAC RACE

Start, July 15, 1944

RACING-CRUISING CLASS

Boat	*Skipper*	*Elapsed Time*	*Corrected Time*
Vitesse II	Cletus Welling	43:12:55	39:32:11
Apache	Wilfred Gmeiner	45:03:31	41:22:47
Kathmar	Stuart Rackham	47:02:45	41:54:35
Blitzen	Grates-Knapp	43:29:45	41:58:07
Manitou	Jas. H. Grove	43:08:18	42:48:17
White Heather	Kay R. Jorgensen	46:00:27	43:52:12
Revelry	Clare Jacobs	50:08:55	45:59:27
Estrellita	George Naumann	49:47:40	46:55:42
Last Straw	Charles Buysee	54:16:02	50:23:14
Josephine II	Tom Petzold	54:15:44	Scratch
Stormy Petrel	Sutter-Flinterman	64:57:55	58:37:08
Minx	H. R. Schwegler	64:15:12	61:16:04
Adonde	Harry McFarlane	67:34:20	58:41:14
Mingo	O. S. Carlson		D. N. F.
South Wind	John Boice		D. N. F.
Astrea	Leon Temple		D. N. F.

CRUISING CLASS

Meteor II	Henry Burkard	64:20:18	54:23:36
Rambler VI	Andy Langhammer	64:03:53	57:45:52
Margaret L.	Thomas Clark	65:46:40	58:16:53
Kittiwake	Bob Neesley	66:43:32	60:47:20
Elchroma	Carl Andries	67:32:56	61:14:55
Dorjack	Les L. Lodge	67:55:59	62:20:36

RACING CLASS

(All Eight-Metre Boats)

Bangalore	Elmer J. Doyle	44:15:38	
Pintail	Darnell-Palmer	44:43:34	
Warrior	Dick Swegles	44:52:04	
Rangoon	E. J. Blais-Dan Zeder	48:20:21	
Shamrock	Bob Kerr	D. N. F.	

THE CHICAGO—MACKINAC

(Continued from page 38)

aimless drifting and constant sail drill. Sunrise, Tuesday, we were off the north shore of North Manitou Island, having made good only 12 to 15 miles during the night.

It was in the fluky going around the Manitous that the fleet really ran into calm conditions. Clare Udell, aboard *Falcon II*, for example, reported that at this point they drifted for about 13 hours, entering the passage by North Manitou and the Foxes, and it took another 16 hours to get clear of the area.

Owing to the fact that the Navy is using a large area off Cat Head Point and SE of the Fox Islands as a firing range, it was necessary to make a slight alteration in the course usually followed in previous races. The contestants were required to leave the lighted buoy on the north side of Fox Island shoals to starboard, thus avoiding the restricted area.

Tuesday proved, perhaps, the pleasantest sailing day. During the early afternoon, a pleasant breeze from the easterly sector

Fastenings of Everdur* Metal have achieved widespread acceptance because this copper silicon alloy combines the corrosion resistance of copper with the toughness and tensile strength of mild steel.

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ALLIED AVIATION CORP. Cockeysville, Baltimore County, MARYLAND

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allowed us to make a nice run with genoa and mizzen staysail set with the log registering from six to seven knots at times. It enabled us to lay our course to Gray's Reef Light which we passed to port in the early part of the afternoon watch and then squared away for buoy Number 5 at the northerly end of the passage. A number of our competitors were in sight, both ahead and astern, at this time but all were too distant for identification.

The wind pooped out shortly after we passed Number 5 and left us drifting idly on a glassy sea. Even the smoke from cigarettes or the "wet finger" telltale failed to indicate the slightest movement of air. It was fortunate that there was no tide to buck or we should have had to drop the hook. It was after 11:30 that night that we finally drifted across the finish line for one of the slowest races on the record. Conversations with other contestants after the race disclosed that weather conditions were no more favorable for those who had elected to follow the west side of the lake. Surely the airs were light and baffling.

The statistical blokes, with their slide rules, have figured that, since the Chicago-Mackinac Race was first sailed back in 1898, the average elapsed time for the event has been slightly over 55 hours (or an average speed of about 6.25 m.p.h.). The average of the fastest time (70:37:25) and the slowest (95:39:46) for this year's race, works out at about 86½ hours, or an average of only 3.85 m.p.h.

The summaries follow:

Chicago – Mackinac Race

Start, July 15, 1944

Universal Division — Class A

Yacht	*Owner*	*Elapsed Time*	*Corrected Time*
Tarbaby	Hugo Griffin	71:46:38	63:38:54
Proton	Casimer E. Leja	79:22:19	68:41:14
Joyant	C. N. Granville	85:05:10	74:41:51
Lively Lady	William Dickey	80:02:05	75:24:15

Universal Division — Class B

Falcon II	Clare Udell	72:11:13	59:53:07
Scimitar	W. S. Faurot	72:33:12	60:15:06
Hope	H. L. Hillebrand	73:34:24	61:16:18
Cara Mia	L. L. Karas	82:58:45	70:40:39
Stephia	Walter H. Carlson	82:59:15	70:41:09

Cruising Division — Class A

Hostess II	Kenneth Stanford	70:37:25	66:28:20
Venturon	H. F. MacNeil	73:42:13	66:49:04
White Cloud	George Sollitt	72:34:16	69:36:33
Trident	P. H. Danley	76:50:50	71:42:39
Southern Cross	R. P. Benedict	80:37:12	75:03:25
Jacinta	Albert Veeder	82:34:22	80:43:29
Sovereign	Charles Burbach	D. N. F.	

Cruising Division — Class B

Bangalore Too	E. J. Lumbard and J. D. Kinsey	71:59:39	63:01:41
Stephia IV	H. E. Stephenson	72:32:00	64:24:16
Carolyn Too	Harry Zieman	77:05:16	67:51:49
Whisper	Hollis Baker	77:54:21	70:27:44
Sinbad	L. Gidwitz	D. N. F.	

Cruising Division — Class C

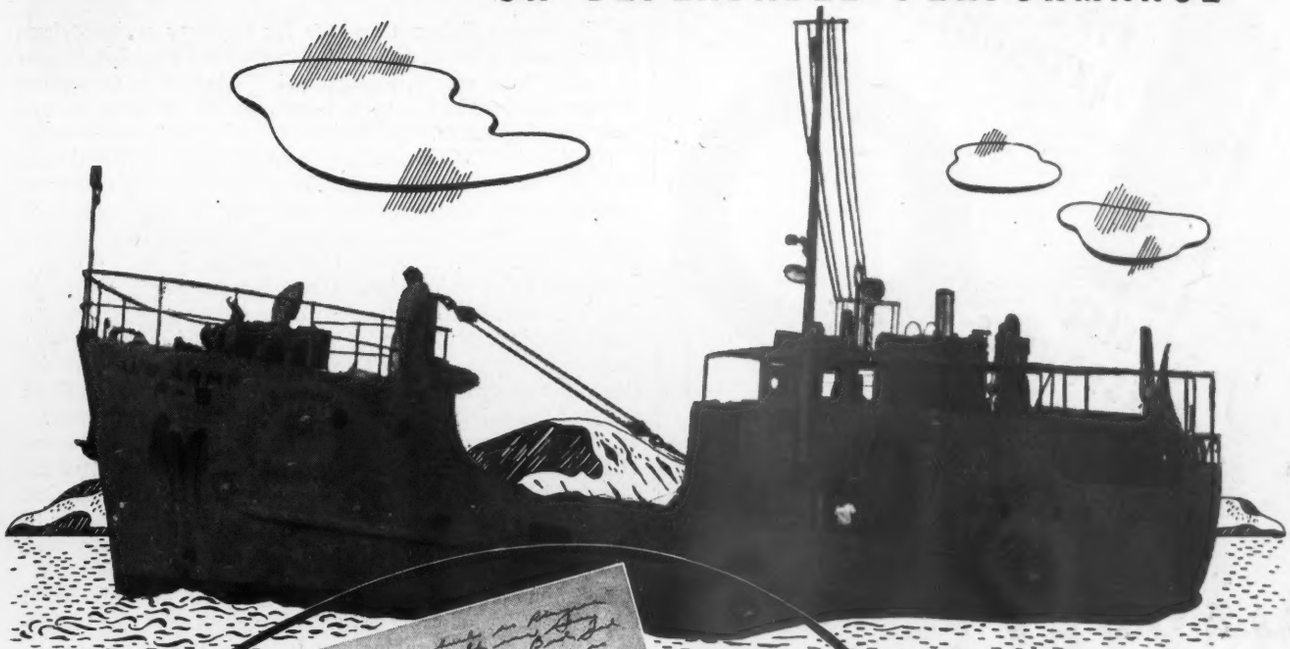
Lassie	W. H. and U. J. Lawrie	78:23:39	68:34:31
Sally	P. C. McNulty	80:15:55	70:39:46
Aramis	William B. Goltra	89:18:08	78:11:15

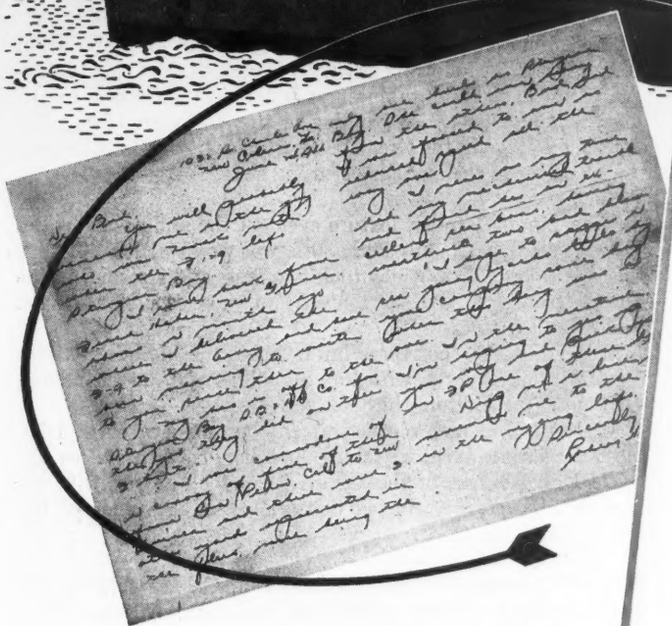
Cruising Division — Class D

Duchess	Hobart Olson	92:56:44	75:44:56
Valiant	W. R. Smith	89:45:57	76:08:40
Wind Song	Clyde Larish	89:23:52	76:31:38
Prelude	Emerson J. Both	92:24:04	77:58:39
Duchess	Henry Holsman	92:46:56	80:24:44
Nirvana	William W. Fisher	95:19:29	81:18:30
Chinook	John J. McInnes	95:39:46	82:20:51

Low-down

ON DEPENDABLE PERFORMANCE





Dear Bud: New Orleans, La.
June 24, 1944

You will probably remember me as the guy who was Novak's mate when the F 129 left Sturgeon Bay.

I came back from Finea Haben, New Guinea about a month ago where I delivered the F-9 to the Army and have been meaning to write to you since then.

My hat is off to the Sturgeon Bay S.B. & D.D. Co. for the job they did on their F boats.

I never at any time had any mechanical trouble and found her an excellent sea boat, having weathered two bad blows.

I hope to skipper a sea going yacht built by your Company some day when this dang war is over.

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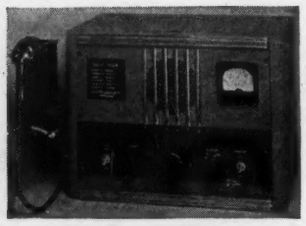

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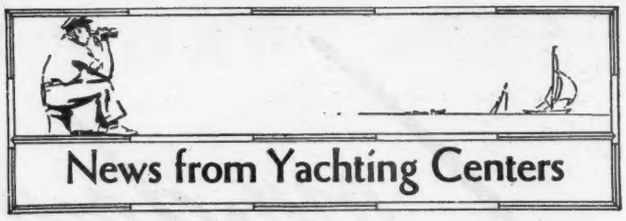

THE SOUTH SHORE OF LAKE ERIE

By John G. Robinson

▶ The annual Falcon Cup race for auxiliary cruisers, from Rocky River to Mentor Harbor, always one of the most popular of South Shore events, brought out 37 starters in the cruiser divisions and 10 in the special race for Rs, 30 Squares, and H & Y racing sloops.

Windlassie, LO Class auxiliary from the board of Phil Rhodes, was the winner on corrected time. *Windlassie* is owned by Harold Seltsam, of the Cleveland Y.C. She won by a margin of 27 seconds over *Fine Feather*, owned by Herbert F. Bailey, of the Mentor Harbor Y.C., also an LO Class boat.

First to finish was *Enigma*, Ken Eckerd's big yawl from the Erie Y.C. with R. H. Bostwick's *Falcon II* second; Larry James' *Bagatelle* third and J. Rider's *Carina* fourth. *Windlassie*, in addition to winning the Falcon Trophy, took first honors in Division One. The winner in Division Two was *Bessie B*, owned by Chas. Benz, of the Erie Y.C., with *Enigma* taking Division Three.

The special race was won by *Starling* of the 30-Square-Metre Class, owned and skippered by Ray St. John, of the Cleveland Y.C. This was the first time that the 30-Squares had shown their heels to the Class R sloops. *Brilliant*, another 30 Square owned by Tom Bolton and Julius Simms, was second, with *Cotton Blossom* and *Robin* of Class R, third and fourth.

More than 50 boats competed in the annual Mentor Harbor Y.C. regatta the following day with *Doress*, of the C.Y.C., skippered by Chas. Judd, taking first honors in the Class R event; Ray St. John's *Starling* winning in the 30-Square Class; Hal Kneen's *Delilah* in the Great Lakes 21 Class; and Herb Bailey's *Fine Feather* in the auxiliary cruising class.

▶ The Lipton Trophy, feature event of the annual regatta of the Cleveland Y.C., July 29th–30th, was won by Alex Winton's Class R sloop *Puffin*, which took two firsts and a second in the three-race series. Al Edgerton's *Robin* was second and Chas. Judd's *Doress* third.

Wade Rapprich took the Winton Cup in the 30-Square-Metre Class with his *Bacardi*, with Ray St. John's *Starling* second and *Brilliant*, Sims-Bolton, third.

Visiting yachtsmen cleaned up in the auxiliary class. Dick Bostwick, from Mentor, taking first honors with *Falcon II*, while Don Heisner, of the Lorain Y.C., took second with his *Saracen*. *Windlassie*, Harold Seltsam, C.Y.C., winner of the Falcon Cup, was third.

▶ H. G. Chandler, of the Cleveland Y. C., has sold his 57′ auxiliary ketch *Adeltha* to Whitten Lingeman, of Berea, O., a new member of the club and has purchased Bob Fowler's 40′ yawl *Lucky Star*.

▶ Final results of the summer series at the Mentor Harbor Y.C. show *Fine Feather*, Herb Bailey, winner of the auxiliary class; *Delilah*, Hal Kneen, the GL 21 Class; *Liza B*, Pearson Browne, the Interlake Class and Harry Smith's *Marjorie Ann* taking Lightning Class honors. Snipe honors went to Howard Morris with his *Marjo*, but his margin was close.

▶ Melvin Ristau, of the Edgewater Y.C., has sold his 24′ Chris-Craft cruiser to Harold E. Eisert of Erie, Pa., and has bought P. F. Nolan's Richardson cruiser. W. Russ Jack, of the Cleveland Y.C., has sold his 14′ International dinghy for shipment to a Los Angeles purchaser. G. E. Mahoney, of the Grand River Y. C., has bought a 30′ Owens cruiser from E. W. Gilkison of Elyria, O.

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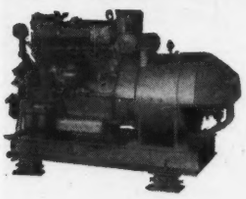

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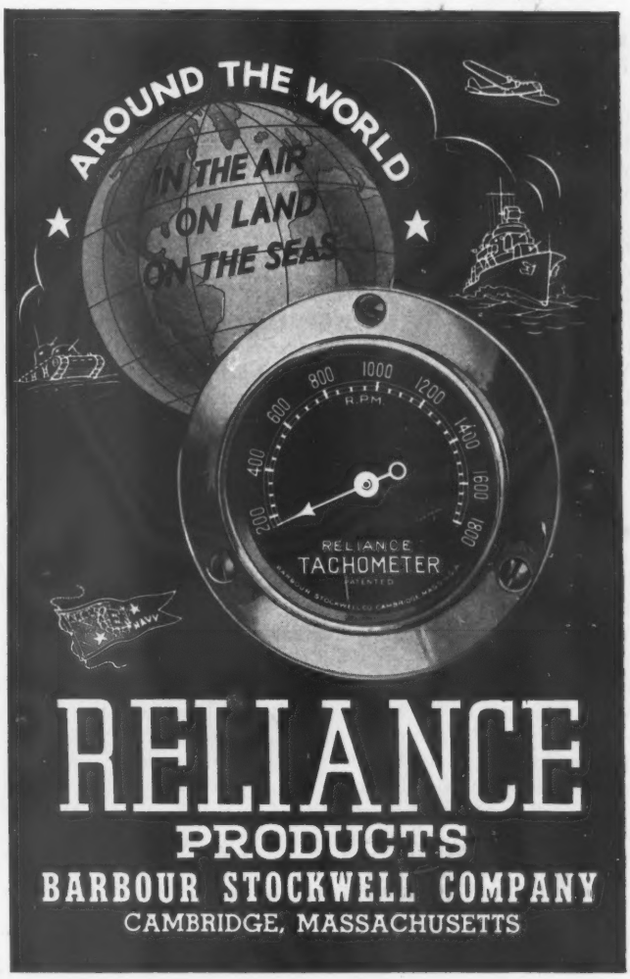

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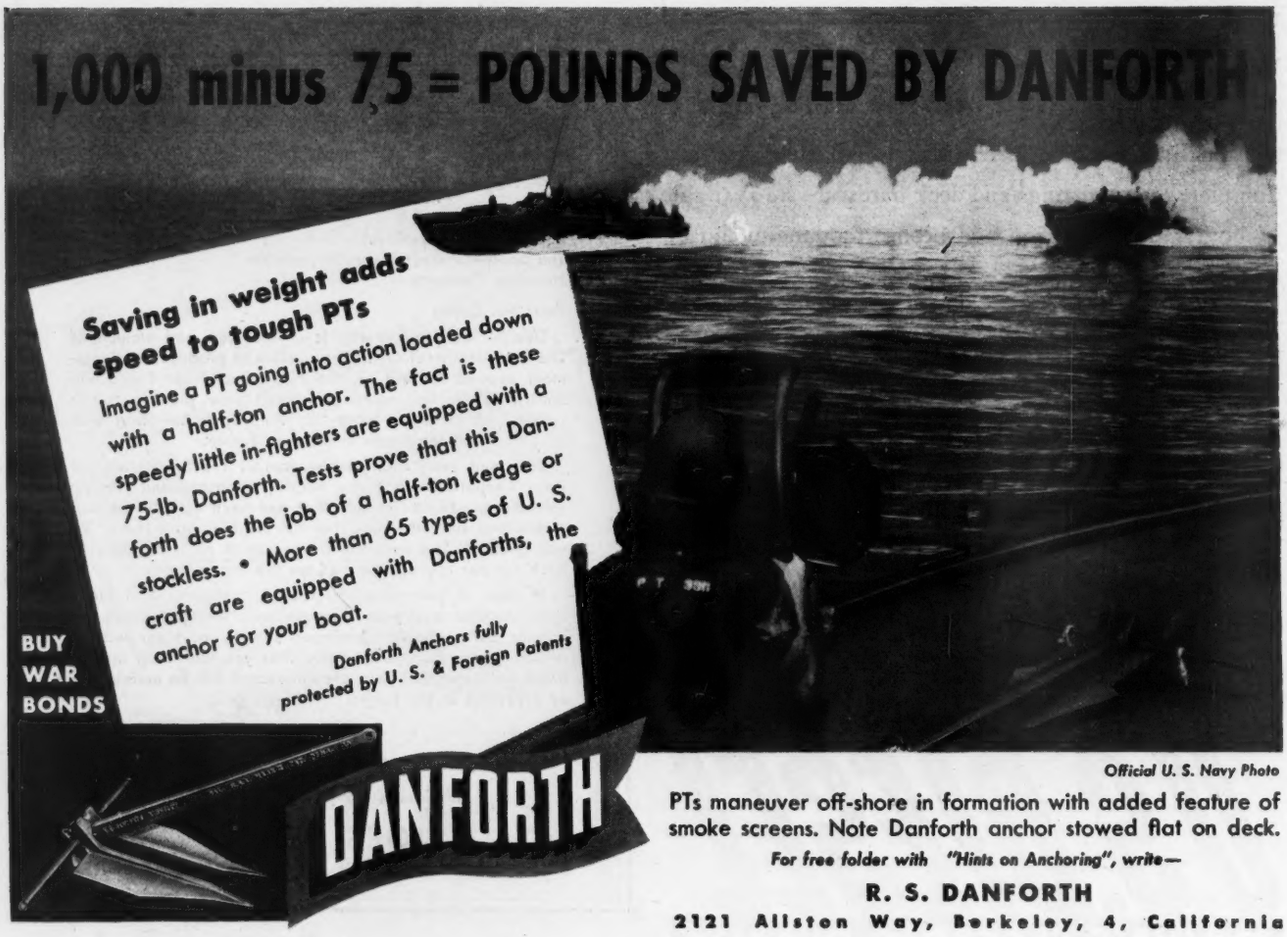
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▶ South Shore sailors at the annual Interlake regatta, August 7th–9th, came away with a fair share of the honors.

Alex Winton, Jr., of the Cleveland Y.C., took Class R honors for the fourth successive year with *Puffin;* Wade Rapprich, of the same club, took the 30-Square-Metre class with *Bacardi,* while Dick Newpher, of the Mentor Harbor Y.C., sailing M. H. Hitchcock's *Shagbark,* won in the cruising class.

Al Wakefield, of the Vermilion B.C., took three straight firsts in the Star Class, with Commodore Gordon Douglass, of the same club, doing the same trick with the 14-foot International Dinghies; Earl Seitz, of the Sandusky Y.C., took Class K honors with *No Name;* George Butts, of the Sandusky S.C., won the Interlake championship; Fremont Voss, of the Chippewa Y.C., took the Y Fliers Class and Carl Zimmerman, of the Portage Lakes Y.C., annexed Snipe honors.

WEST COAST BUBBLES

By Kent Hitchcock

▶ Small boat racing is the feature attraction at Southern California clubs with entry lists constantly increasing. The Newport Harbor Y.C. is conducting a Blue Star Championship series for Stars. Also at N.H.Y.C., the Rhodes 33s and the ever popular Albatross Class are sailing regular week-end races for the monthly trophies. Veteran Star champion "Hook" Beardslee annexed the July Rhodes Cup and Humphrey Bogart, sailing his second year in the sporty Albatross Class, gave this large and scrappy fleet a thorough waxing. Juniors at N.H.Y.C. have been sailing prep races for the annual Flight of the Snowbirds which to date has already some 85 entries.

The Balboa Y.C. July competition for the small boat classes has been well attended. George Strom won honors in the P.C. Class with Harry McKinney, second and Heber Erickson, third. The Falcon Class wound up in a grand jam on points with ties all over the sheet. "Skip" Schock got a first place on elapsed time over Ben Younglove, Jr. Converse Wurdemann took an uncontested third, while B. Green won in his tie with L. Lewis for fourth. Snipe Class honors went to Hal Talmadge, Jr., with Bob and Betty White, the sailing twins, a good second over last year's champion Max King, Jr. Byron Farwell, Bob Henley and Rex Brandt won the first three places in the Pacific 14′ Dinghy Class, finishing in the order named. Marshall Gram was the winner in the Balboa Dinghy Class, with Morgan Morgan, second and Drew Gram, third.

▶ John Caradine's *Bali* has been bought by Michael O'Shey and has been converted into a cargo carrier, one of many fine pleasure craft now hauling sea food products from Mexico. *Bali* was originally built as a cutter by the Muller Boat Co., of Long Beach, and was converted to schooner rig at Wilmington Boat Works in 1924.

▶ Hubbard Howe, who has been with the South Coast Co. since 1933, was elected president and general manager at the annual meeting, succeeding the late Walton Hubbard, Jr. Walter G. Franz, elected vice president, has been identified with yachting and the Transpacific Races for many years. Dr. Walton Hubbard, who has been carrying on in the work of the organization since the death of his son, was also elected vice president.

▶ Harbor Boat Building Co., of Terminal Island, and the South Coast Co., of Newport Harbor, have each begun construction on 128′ refrigerated vessels for the U. S. Navy. Both firms are still hammering away on new construction and repair work for the Navy.

▶ The biggest question marks in yachting these days are the probable postwar locations of the Long Beach and California Y.Cs. Both of these progressive organizations are now without headquarters or anchorages. The unsolved mystery of what will happen to present government developments at Alamitos Bay and Anaheim Landing will probably have a great deal to do with the home waters of the homeless clubs.

ON COLLEGE CHARTS

By Leonard M. Fowle

▶ As anticipated, Arthur A. Fontaine, of the Coast Guard Academy, who turned in some brilliant sailing during April and May, emerged as the No. 1 Skipper of the spring season on the Inter-Collegiate Y.R.A.'s list but the top honors for the full year of 1943–44 went to M.I.T.'s Samuel D. Parkinson, who did not compete in the spring campaign. Fontaine's spring average of .841 topped Parkinson's summer-fall mark of .834, but his season's total was reduced as the Coast Guard star, with a .714 percentage, ranked only tenth last fall.

▶ Coast Guard's skippers dominated the first ten in the spring rankings with five representatives, against two for Harvard and single skippers from M.I.T., Navy, and Northeastern. The averages of the leaders among the 34 skippers attaining a place on the spring list was the highest ever, four men bettering .800 in the percentage figures, which are obtained by dividing the points actually accumulated by the total of points possible for the skipper to earn. The list and percentages of the spring's first ten follow:

Rank	*Skipper and College*	*Starts*	*Per cent*
1.	Arthur A. Fontaine, Coast Guard	56	.841
2.	Philip M. Hildebrandt, Coast Guard	24	.821
3.	George D. O'Day, Harvard	57	.818
4.	Charles Bloomer, M.I.T.	24	.803
5.	Robert M. Roy, Coast Guard	26	.798
6.	Earle S. Greenwood, Navy	29	.783
7.	C. Mitchell Daniel, Coast Guard	59	.745
8.	Lloyd H. Clark, Coast Guard	18	.738
9.	W. Munroe Hale, Northeastern	29	.720
10.	George F. Thurber, Jr., Harvard	42	.718

N.B. A minimum of 15 starts required for ranking.

▶ The final 1943–1944 ranking has a more equitable representation of colleges and contains a few surprises. M.I.T. leads with three, Coast Guard and Harvard place two each, with Navy, Holy Cross, and Yale filling out the list of the top ten. Johnny Burton, of Harvard, the No. 1 skipper of the 1942–43 full year, who, like Parkinson, sailed only during the summer–fall season of the current year, drops back to fifth place this year although his 1943–44 average is .007 points higher than his 1942–43 winning mark of .781. Thomas Macdonald, No. 2, and "Mitch" Daniel, No. 8, a year ago, failed to land in the first ten this year — Daniel placing 12th and Macdonald 17th. Cliff Lewis, of Yale, Munroe Gale, of Northeastern, and Bob Roy, of Coast Guard, who made the first ten on either the summer–fall or spring rankings, missed the select company of the full season. Curiously enough, Daniel, of Coast Guard, landed a place in the first ten on both the seasonal rank lists but was crowded out for the full year. The standings of the first ten skippers on the 1943–44 I.C.Y.R.A. rank list of 40 helmsmen who sailed 20 or more races (at least ten starts in major events) follows:

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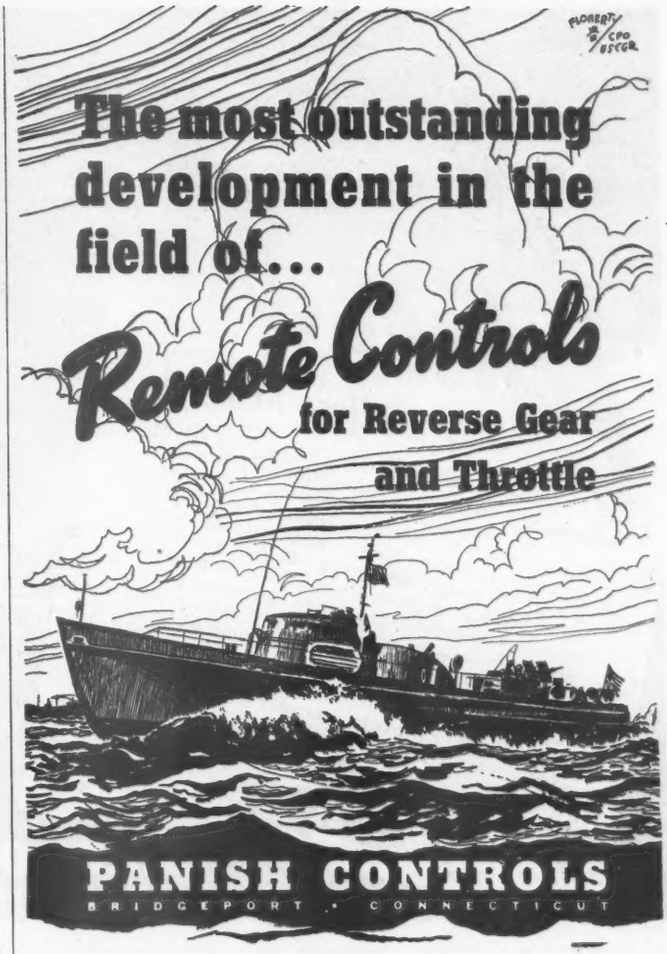
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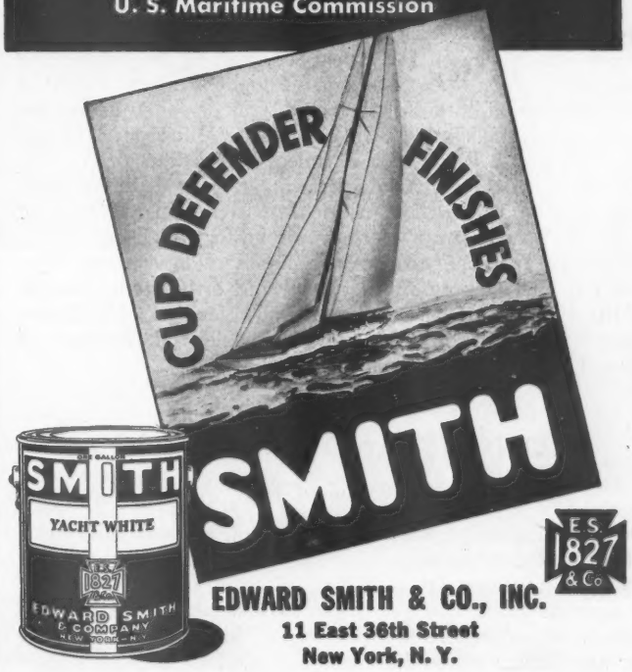

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Rank	*Skipper and College*	*Starts*	*Per cent*
1.	Samuel D. Parkinson, M.I.T.	20	.834
2.	Philip M. Hildebrandt, Coast Guard	45	.8034
3.	Charles Bloomer, M.I.T.	24	.8026
4.	Arthur A. Fontaine, Coast Guard	97	.794
5.	John C. Burton, Harvard	40	.7881
6.	Arthur E. Ogden, Holy Cross	21	.7876
7.	Earle S. Greenwood, Navy	29	.783
8.	George D. O'Day, Harvard	106	.781
9.	Harold Boericke, M.I.T.	41	.762
10.	Gerald R. Daly, Yale	22	.758

▶ Many skippers in the above lists have graduated or left for more active fields in the armed services. As the summer-fall campaign opens, the remaining top flight skippers, named in the approximate order of their ability as demonstrated in the past, are: 1. Hildebrandt, C. G.; 2. O'Day, Harvard; 3. Greenwood, Navy; 4. Roy, C. G.; 5. Hale, Northeastern; 6. Thurber, Harvard; and 7. Heinzerling, Brown. Other good veteran skippers will be Tatman and Aldrich, of Coast Guard; Bray, of Cornell; Doad Danner, of Harvard; Foster and Larry White, of M.I.T.; Thrasher and Converse, of Navy; Pheasant and Warren White, of New Hampshire; Healy, of Northeastern; West, of Tufts; Sullivan, of Stevens; Gamble and Hammel, of Williams; Andon and Hall, of Yale; Bill Macdonald and Goddard, of Holy Cross; and Rawdon of W.P.I.

LONG ISLAND SOUNDINGS

By Starboard Tack

▶ Local intelligence, based on as active and as pleasant a month of diversified yachting activity as your correspondent can remember in many a day:

Larchmont Race Week — Among the spectators were two welcome visitors from foreign parts — Lieut. William H. "Bill" Taylor and Ensign Alfred Keeshan, both taking "busman's holidays" aboard the committee boat. The former made a one day stand as scribe for the "Herald Tribune" and, to show that the master had lost none of his touch, did a column which was a minor classic. Referring to the Race Week fleet, he wound up by saying that "there were millions (if I may exaggerate), of kids, boys, and girls, sailing little boats of all kinds, and that more than anything else is what gives an old ex-sailor, bogged down in a mess of Diesel oil and Navy Regs., a cheering assurance that some time, when we get the current job cleaned up, there will be more and better sailing than ever on the Sound — and everywhere else."

The American Y.C. Cruise — Fred Bradley reported that this ever-popular event was a marked success and, meterologically speaking, was noteworthy by reason of a lack of rain, by easterly winds when the course was to the east, and by thumping southwesterlies when heading for home. Twenty-six boats made up the original fleet, and during the passage various and sundry craft, including numerous Cruising Club boats, joined the fun. Although each day's run constituted a "race," the committee sensibly elected to take the times if and when they could conveniently do so. The itinerary included Northport Bay, Port Jefferson, Thimble Islands, Essex and Hamburg Cove. It was decidedly a family affair, and a grand time was had by all hands.

Law Trophy for Junior Sailors — For the second year in succession, Robert Monetti won the Indian Harbor Y.C.'s junior racing championship. This gives him two legs on the Commodore Robert Law Challenge Trophy.

Midget Championship — Don McNary, of the Manhasset Bay Y.C., won the title, with Bill Bray, of Riverside, taking second.

Junior Y.R.A. Regatta — The winners were: (Atlantics), *Whim*, Richard Homestead; (S Class), *Kandahar*, James Patton, 3rd; (Stars), *Shearwater*, Gordon Aymar, Jr.; (Pirates), *No. 3*, Tony Ziulca; (Lightnings), *Nola*, Steve Carr; (Meteors), *Bottoms Up*, Pat Thwaits; (Snipes), *Lulu*, Blair MacDonald; (Comets), *Bluebird*, Phil Marriner; (Stamford Birds), *Bluebird*, Dick Gillespie; (Rainbows), *No. 28*.

S. Gregory Taylor Cup Series — Pequot Y.C., 30 pts.; Stamford Y.C., 18 pts.; American Y.C., 16 pts.; Cedar Point Y.C., 15 pts.; Indian Harbor Y.C., 13 pts.; Manhasset Bay Y.C., 12 pts. The winning crew consisted of Joan Collins (skipper), Patricia Skinner, Patricia Hoyt and Joyce Willard.

International Class — Standings for the Memorial Trophy, up to and including the race of August 5th, were: *Susan*, .851; *Bumble Bee*, .821; *Aileen*, .811.

"S" Class — Standings for the Sunday Championship Races for the first half of the season: *Allons*, Gould, .791; *Auley*, Chesley, .737; *Kandahar*, .712; *Woodcock*, Olsen, .687; *Felicity*, McCullough, .662; *Dynamene*, Donovan, .444; *Charlotte*, Ollinger, .387; *Chica*, Curren, .352; *Gale*, Wooten, .219.

Pequot Cup (Junior Sailing Championship of Long Island Sound) *Carolina*, Bob Thomson's Atlantic (Stamford Y.C.), scored the winning 46 pts. Runners up were *Hera* (Manhasset Bay Y.C.), 43 pts. and *Scamp* (Pequot Y.C.), 34 pts.

Western Sound Series Races (Bayside Y.C.-Douglaston Y.S.) — August 5th winners: Class "A," *Blue Mist*, Burkhart; Class "B," *Patty Ann*, E. Sprague. August 6th winners: Class "A," *Fun*, T. Closs; Class "B," *Re Etta*, E. Mordt.

Sixth Annual Heckscher Trophy Race (Huntington Y.C.) — Won by *Fun*, T. Closs. Runners up were *Lucky Star*, R. O. H. Hill, and *Chanteyman*, E. Raymond.

Scuttlebutt — Manhasset Bay Y.C.'s 12th Annual Fall Race Week, to be held September 6th through the 10th, offers five days of spirited competition for western Sound skippers. . . . Skippers and crews of pleasure vessels operating to the east of Execution no longer need identification cards. . . . The N. Y. Power Squadron starts its autumn series of free lectures on September 25th at the Julia Richmand H.S., East 67th and 2nd Ave., N. Y.

▶ From Hank Meneely comes news of the Essex waterfront: "During the summer Essex has played host to just about the best known craft in commission on Long Island Sound. Early in August more than twenty yachts came here on the American Y.C. annual cruise. Sometime later, ex-Commodore George Bonnell played host to the Cruising Club flotilla. This event brought in a good many well-known deep sea craft, and it was like old times.

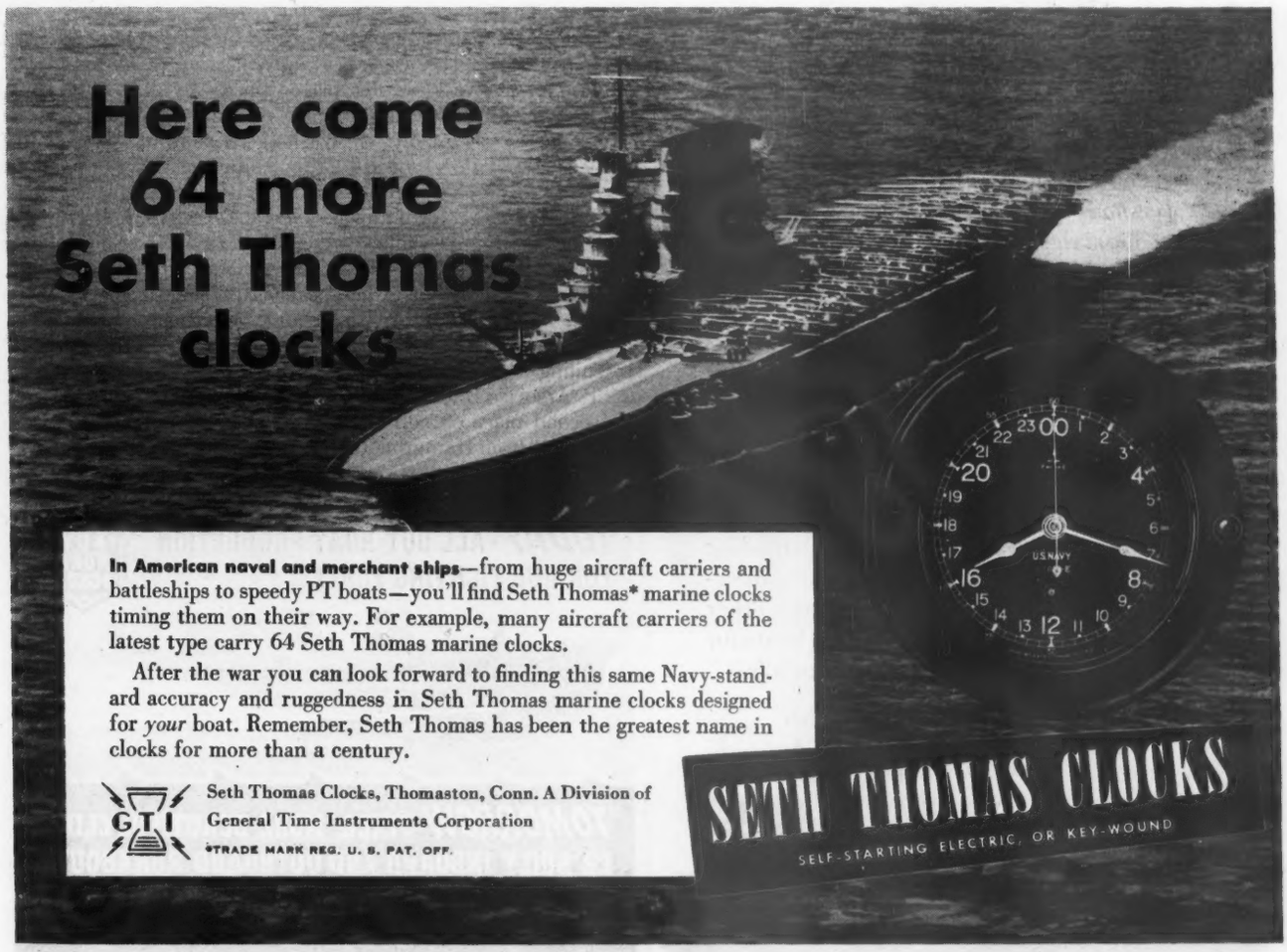
"Judging from a preponderance of stock boats that have visited here during the summer, there can be no mistake that the popular boat after the war will be, roughly, a 35′ auxiliary sloop. Of course, the power boat crowd will carry on with a 34′ twin cabin cruiser, but after the war many more of these boats will be powered by Diesels. . . . Sam Wetherill, manager of the Steamboat Dock, reports an unusually active summer. Dyke Wetmore, even with the able assistance of Marcus Potter, has been so busy that he had to take leave of absence from the O.P.A. in order to keep his business up to date. . . . The Essex Boat Works serviced more than fifty Coast Guard boats from Base 4, New London, during the summer and will keep on with this work all year 'round. Just about all the yachts stored in that yard went into commission."

CHESAPEAKE BAY ACTIVITIES

By Bugeye Bill

▶ Yacht racing, which went into a slump on the Chesapeake last season, has shown genuine signs of reviving this year, thanks to a group of yachting enthusiasts who went ahead with plans despite obvious handicaps resulting from the war, including the Bay's unfortunate lack of transportation facilities.

It started the middle of June when the Potapskut S.A. decided to go ahead with its overnight race for the little Delta Class yachts. Eight boats started out on the 34-mile event, which was won by Leon Anderson's 22′ sloop *Little Lady*. The wind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was light, and only three boats finished. Second on corrected time was *Whisp* (W. O. Jensen) and third place went to *Drum Major* (William Bergen).

▶ Capital Y.C.'s 83-mile overnight race for big yachts"—already reported in this column — was next and it attracted 10 starters, including three Naval Academy entries. . . . The Annapolis-to-Oxford race, sponsored by Tred Avon Y.C., has announced an entry list of at least 26 cruising and racing boats. The Navy has entered *Vamarie*, *Highland Light*, *Spindrift* and the twelve Luders yawls.

▶ Don't think for a minute, however, that the spotlight has been held solely by the larger boats. Small boat sailors on the lower Bay staged two successful regattas in July. The Hampton Y.C.'s regatta early in the month drew 83 starters, including 15 cruising boats and 27 Hampton One-Designs. The Virginia Sailing Regatta, sponsored jointly by Urbanna Y.C., Hampton Y.C., Rappahannock River Y.C. and Norfolk-Portsmouth Y.R.A., attracted 63 entries including twelve cruising yachts.

▶ The H.Y.C. show was by far the biggest surprise on the Bay this year. A fleet that size hasn't been seen in these parts since the war. It was a week-end of fine sailing weather, although some of the little boats took a bit of beating. There were 10 capsizes and one dismasting.

Winners included Ben Colonna's *Arrow* in the Hamptons, Raymond Brown in the Penguin Class, Griff Williams' *Nuttin* in the Warwick dinghies, Gaylord Brown's *Rippling Rhythm* in the Moth Class, Sam Face's *Baby Face* in the Snipe Class and John Becker in the Handicap Division.

In the cruising classes, Dave Cooper's *Progress* won in the deadrise division and S. A. Shoemaker's *Andot* placed first in the round-bottom division. Races were ably managed by a committee headed by Tom Cowdrey, Jr.

Weather could not have been better for the Virginia Sailing Regatta held on the Rappahannock, Urbanna Y.C. acting as host club. Again the Hamptons turned out the biggest fleet, 21 boats racing in one or more of the three events. Colonna and Chauncey Willis in *Cotton Bunny* tied on points, but the prize went to Colonna because of beating Willis the greater number of times. W. H. Brock's *Zippy* placed third.

The Penguins also came out in good numbers. Walter Lawson, national class champion from Washington, won out by 2¼ points over C. V. Boykin's *Little Bird*, from Hampton Y.C. Commodore Len Penso, of Washington's Potomac River S.A., placed third in Bill Heintz's *Judy*. Lawson sailed Joe Krafft's *Squire*.

Other small boat winners were Sam Face in the Snipe Class, William Knight's *British* in the Comets, from Richmond, Norman Lauterbach's Chesapeake 20 *Joan*, from Newport News, in the Handicap Class, and Mac Jones' *Imp* in the Moths.

Sailing a 15-mile course, the cruising boats were led in by C. P. Amory's Rhodes cutter *Gallivant* from Hampton. She fell to second place on corrected time, with R. M. Hanson's *My Lady*, also from Hampton, taking first prize.

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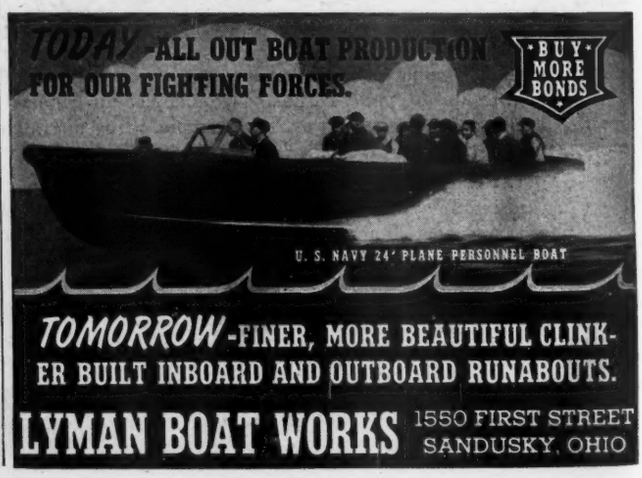
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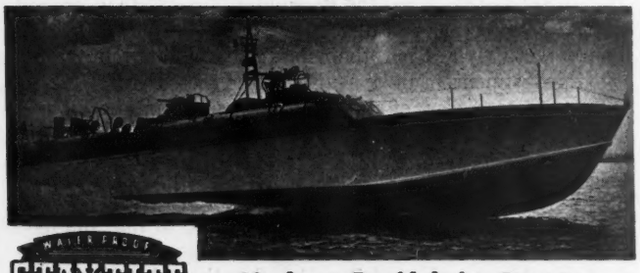

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NARRAGANSETT BAY GOSSIP

By Jeff Davis (Old Doc. rtd.)

▶ Since I last tickled the typewriter so the anxious world might know that Narragansett Bay water is still wet and has more in it than a few fish and some driftwood, the racing season has got under way in earnest. With the exception of the Saturday regattas, most of it is "junior" stuff, but that's making sailors of both sexes which may come handy some time in the future unless Waves, Spars and She Marines are disbanded. Just think of it! "Rear Admiral Imogene Jones, commanding the scouting force of the 13th Lake Winnepesaukee Fleet has been advanced to the temporary rank of Admiral. Admiral Jones in a series of glamorous dashes against the enemy, was personally responsible for sinking seven Star boats with rocks, fired by her own right hand."

But, leavingall joking out of the question, our junior activities are really producing many good small boat sailors. The product, or most of it, of former summers, is in the Navy or Coast Guard or some of the other services connected with the water, including Waves and Spars, and there's hardly a night that one or more of them who have a day or two leave, don't show up at the clubhouses. There's always somebody to say: "Hello Billy, howjer liketer sail soanso ternite?" and Billy sails again. And it's the kids that are responsible for the size of the club regattas.

▶ Juniors are racing Beetle cat boats in two classes and Snipes, and seniors sail Indians at the Edgewood Y.C. Tuesday and Thursday evenings in a sort of "Twilight League," and Wednesday nights, the Edgewood Peppy Pappies take the Beetles and have their inning. Juniors are racing at the Barrington Y.C. Tuesday and Thursday nights on the Frostbite dinghy plan, short courses and anywhere from three to six or seven starts each night. They have an ingenious plan for giving prizes. Of course, in the first race the first boat gets the prize, but if the same boy or girl wins any more races, the prize goes to the boat nearest the top that hasn't won one, so it's not unusual for the fourth boat in the fourth race to get the candy bar or pop bottle.

Friday afternoons the Barrington Juniors usually sail two races in more open water at the mouth of the Warren River. And on Sunday mornings the Barrington Tired Fathers are sailing two or three races in their kids' boats. As from 15 to 20 of them forget they're tired, the points pile up like profits from a Ponzi investment. Sundays also, the Coles River Y.C., at Touisset, races a class of about six Beetles and another of more than a dozen Herreshoff Bullseyes.

▶ For regattas in which boats from all sections of the Bay sail, we've sailed five with starting lists of from 60 to 100, and have six coming that will count in the Narragansett Bay Y.A. championship records, and three to fill in the Labor Day weekend. Not bad for a sort of a gunk hole somewhere between Larchmont and Marblehead, and we all love it.

▶ *Short ends.* . . . Schooners (with foam only when they're under way in a good breeze): George Armitage, one of the original Narragansett Bay Star sailors, has bought the schooner *Benham* and brought her around from Toledo. . . . Herb Barlow, who bought the schooner *Onward III*, got in a two weeks' cruise to the eastward before he brought her home to the Rhode Island Y.C. mooring. . . . Bradford D. Woolley has sold his share in the schooner *Stormalong* to his partner Edward T. Dahl and bought the 36′ Casey cutter *Woolgatherer*. . . . Harry Pollard and Richard Nash have bought the old Massachusetts Bay 25-foot Class sloop *Chewink III* and are having her rerigged as a yawl. . . . Ray W. Heddenberg has bought Henry Honeyman's Triangle class sloop *Hamahoso*. . . . Dick Wing has bought a 23′ single stick auxiliary, the *Whippoorwill*, from Dwight Daniels of Worcester, and started an argument as to whether she's a sloop or a cutter. . . . Howard and John Droitcour found the S boat *Marinaia* at Vineyard Haven, bought her and added her to the class at the Rhode Island Y.C. . . . C. N. Colstead has bought the Fairform Flyer *Feather II* and renamed her *Doubloon II*. . . It takes an expert accountant to keep track of the transfers of the smaller sail boats, so many are changing hands.

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SOUTHWEST HARBOR, MAINE

GREAT SOUTH BAY RACE WEEK

(Continued from page 68)

three first places to *Grey Dawn's* two, and so took the prize for the class.

Fifteen Stars went into action for their coastal championship. Picken didn't race, having qualified for the world series, and leaving Horace Havemeyer, 1943 coastal winner, the defender of the Great South Bay fleet. Havemeyer entered his *Vim 2*, formerly *Peace It's Wonderful*. From the Western Long Island Sound fleet was E. W. (Skip) Etchells of Larchmont, with his home-made boat and his wife as crew.

Etchells began sailing in a frostbite dinghy in 1937. He went out to Seattle in war shipbuilding, built his Star, *Shillelah*, in his recreational time, took her to Long Beach, Cal., on a trailer when he transferred there, picked up a keel and had a suit of sails made in a small loft. His chances of winning seemed extremely slim.

The first race was on. The wind came at 18 knots and piped up to 30 in spots. Five of the 15 starters broke down. It was a seesaw contest among the survivors. Johnny White, also of the Western Sound, appeared to be winning by a whisker just at the finish when Etchells caught a sea and slid down on it to win by a split second. They had had ten miles of real sailing. In the second race Etchells did some smart windward work, reached the weather mark first and carried on home to win by 38 seconds over Halsted. The third contest *Shillelah* took from Ted Clark's *Teaser*, of the Southern Sound fleet, by more than a minute. The fourth time out, she demonstrated that she was a ghoster as well as a wind-eater when the breeze faltered for a while. She led from start to finish and beat Halsted's *Chuckle V* more than three minutes. That made it four straight.

The last time Clark went on a breeze hunt, he took a big lead. Etchells spotted what Clark was getting and went after him. By hard sailing he caught and passed him to win by more than a minute. The five straight had happened, and Etchells had 75 points, with Halsted, his nearest opponent, scoring 63.

JAMES ROBBINS

MARBLEHEAD RACE WEEK

(Continued from page 68)

and became a Race Week favorite. *Periwinkle* surged into prominence, sweeping up both the Eastern and Boston Midsummer series, while *Javelin* had yet to finish in the pay-off position. Davis, however, broke the jinx to win the final two encounters of the Corinthian series, and, in addition, carry away the prize.

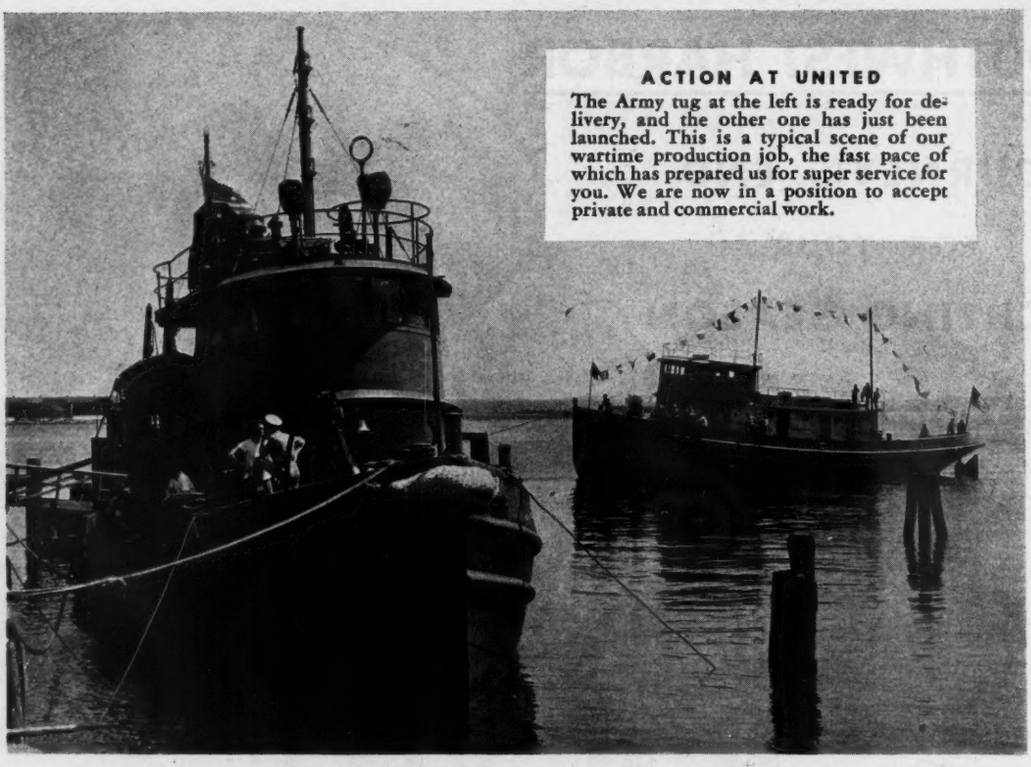
Race Week was featured by major upsets in two classes of Marblehead's home fleet. There was a general shuffle of positions in the sleek 30-Square-Metre Class. John Lawrence's *Moose* had been leading the field but once the "Big Week" got under way the focus quickly turned to Daniel Watson's *Lill Singva*, which with a 3–2–1 count carried away the Eastern series. In the Boston race, Alfred Chase's *Viking* took the limelight while *Moose* managed to break through to a tie.

In the 110 Class, stakes ran the highest in any class with seven prizes in the offing, outstanding of which was the Willard Emery Trophy for the 1944 New England Champion, and a permanent prize for the newly crowned given by Mrs. Lawrence Shields of Marblehead. With a quartet of chevrons on his mainsail, to mark sectional and national fame, George O'Day had the class well under control earlier in the season sailing his *Vincemus* to both C.Y.C. and E.Y.C. first-series honors only to suffer a setback on the final Race Week count with Bradley Noyes.

Two classes of the visiting fleet were outstanding in number as well as in performance. The Mower-designed Hustler Class from Boston Bay had a top number of 15 entries with Edward Bryant's *Hex*, John Kerrigan's *Hunch*, and Jesse Sargent's *Hang On* capturing equal honors in winning the Eastern, Boston, and Corinthian series respectively. The attractive Radio Class from the Winthrop side of Boston Harbor matched the Hustlers in number. Robert Clancy's *T. S. Winthrop*, Billy Cocoris' *Coco*, and Jensen Penney's *Wetu* each stowed away Race Week prizes.

The revived Adams Interclub Class made a consistent showing as a quintet of their numbers competed each day. Arthur Wilband's *Quad* took all but two races to corner all prizes.

WILLIAM F. BOLES



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FLORIDA TRADE WINDS

By Vivyan Hall

▶ The Biscayne Bay Y.C., which has held no races for two years, started again in mid July with a race for auxiliaries. Wirth Munroe's 26′ sloop *Tobi* finished first with Hugh Matheson, Jr.'s, *Lively Baby* second. Vice Commodore Dewey Knight's *Sea Fever* beat Mrs. Darwin Gillett's *Dar-Ru-Dale* for third. Others showing up for the ten-mile event, which covered a triangular course on Biscayne Bay, were W. A. Lawrence's *For'N'Aft*, John Skinner's *Kahiki*, Dr. John Macdonald's *Osprey* and Harold Preston's *Blue Stream II*. Future races are planned under a performance handicap system. The girls at the St. Petersburg Y.C. are keeping the home fleet sailing. Mary Baynard, Nancy Bruening, Natalie Parramore, Mary Cramer and Margaret and Harriet Strum are some of the regulars who get out for informal racing in the club's Fish Class sloops. George W. Gibbs, Jr., with William F. Crosby as crew, sailed his Star Class sloop *Kakkii* to a new record for the three-mile triangular course on the St. Johns River at Jacksonville. The time for the circuit was 32 minutes 10 seconds which is 20 seconds better than the former mark.

▶ The boat that is getting just about the most attention here is a full size model of a Japanese submarine. She is in the middle of a lake in the middle of the state up at Avon Park where the Army Air Force has 323 square miles devoted to high altitude bombing practice. The sub is "sunk" several times a day.

▶ Every summer before the war the Shedd Aquarium in Chicago made a fish collecting expedition to Florida waters. Now, with the Florida Straits again reasonably quiet, the Aquarium's barge *Nautilus* has left for Bimini to round up some 60 new varieties. The boat, which is in charge of Walter H. Chute, has special traps, nets and tanks for bringing them back alive. . . . The University of Miami now has a 22′ Johnson Prowler which is equipped with special live wells for use in the new marine biology research department. . . . The Army Air Force Redistribution Station at Miami Beach has a fleet of four boats to take the men fishing in the Gulf Stream as well as down the Keys. The boats last year were being used to tow targets for dive bombing practice and before that were freight boats. The men are back from combat duty.

▶ The Army Aircraft rescue boats for the waters extending from Florida to Brazil are in the hands of an old time yachtsman. Major Harold L. Flint grew up in Larchmont, where his father was one of the founders of the Larchmont Y.C., and raced in the family cutter *Nymph*. Later he crewed in *Phantom*, one of the N. Y. Y. C. "Thirties." . . . Oliver Holmes, who twice won the Florida championship with his Palm Beach Y.C. sloop *Sea Hag*, has moved to Miami and brought along his 21′ *Miss Ginn*. He is now building aircraft rescue boats with the Miami Shipbuilding Corp. The Coconut Grove branch of this yard has caught up with orders for rescue boats and is again handling general overhaul on commercial and pleasure boats.

▶ The 57′ Elco cruiser *Gemini* which the Duke of Windsor has been using on trips to the outlying Bahama islands is undergoing an overhaul at the Merrill-Stevens Dry Dock Co. She is owned by Arthur V. Davis, of New York. . . . Frederick C. Peters, of Miami Beach, has bought the 36′ Wheeler cruiser *Asilikit* which formerly belonged to Mrs. M. H. Ayer, of Nassau. . . . Before leaving for his home in Bay City, Michigan, Charles Coryell sold his 42′ Elscott cruiser *Dormar* to Edward Esses, of Miami. He also sold his 26′ Chris-Craft cruiser *Sparrow* to Gilbert Ottley, of Glen Cove, N. Y., who is now on duty at Seventh Naval District headquarters. . . . John C. King, of Miami, has bought the 20′ Prigg cruiser *Vey Bel* from Russell Firestone, of Akron. . . . A. J. Fields, of Miami Beach, has bought the Matthews "50" *Festoon* which the Coast Guard recently returned to Sidney Erlanger, of Red Bank.

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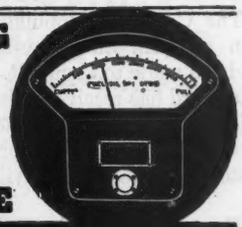

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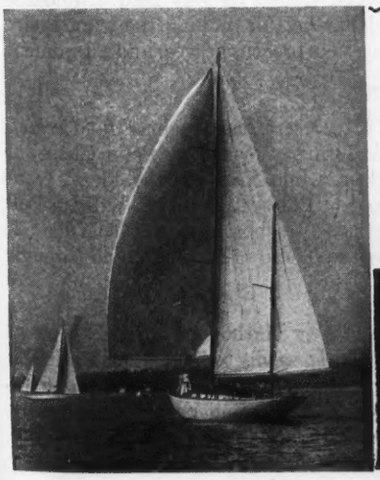

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MAINE COAST NOTES

By Lawrence B. Getchell

▶ The following officers of the Bucks Harbor Y.C. were elected at the club's recent annual meeting: George F. Eaton, commodore; Lawrence V. Jones, vice commodore; Robin P. Knight, rear commodore; Dana C. Hyde, treasurer; Kay Andrews, secretary. Although racing at Bucks Harbor is out for the duration because so many of the club's skippers are in service, a good representation of the fleet is in commission. These boats include *Frolic II*, *Quail II*, *Winkie*, Commodore Eaton's schooner *Nordlys*, and about ten others. The club floats have been in position since early July and several club functions took place during July and August. As usual, the club has maintained its guest moorings for yachts visiting Bucks Harbor.

▶ Philip P. Chase, owner of the 43′ yawl *Hostess III*, and a well-known member of the Cruising Club of America, has acquired Howard Point at South Brooksville as a summer residence. *Hostess III* has cruised Maine waters extensively this season. She will be a welcome addition to the fleet at Bucks Harbor.

▶ The Camden Shipbuilding and Marine Railways Co. has been awarded an Army-Navy "E". . . . A similar award has been made to Henry R. Hinckley & Co., the third time the latter yard has received this honor. Hinckley is now converting Elliott Smith's sloop *Teacher's Pet* to a yawl and has recently fitted out the Week-Ender *Handy* which Gordon Prince, of Boston, bought from Melville Weston.

▶ This year marks the 30th anniversary of the "A" Class at Northeast Harbor. These 17′ w.l. gaff-rigged knockabouts have been the largest and most popular class of the Northeast Harbor Fleet ever since the first 24 of them appeared there in 1914. The "As" (also known as Eastern Y.C. 17-footers) were designed by Edwin A. Boardman in 1911. Lawley built the original ones for Northeast. Later, in 1927–8, several more were built by Rice, of East Boothbay. Thirty of these boats are still registered in the Northeast Harbor Fleet, 22 of them being in commission this season.

▶ Odd happenings of a marine nature occured in quick succession on this coast during a single week in July. First, a 600-pound sea turtle snarled itself in a Southwest Harbor lobsterman's trap lines and was brought ashore at this port. While sea turtles are not exactly a rarity in these waters, a 600-pounder hasn't been seen here within the memory of Sou'west's oldest salts. Second, a few days later, a whale measuring 70′ long and estimated to weigh 15 tons, became stranded on a ledge near Harrington and killed itself trying to win free. This whale is said to be one of the largest ever found on the eastern seaboard. It compares favorably in size with the huge mammals inhabiting waters off the Pacific Coast and Central America. Third, a man named Joseph Gilmore "Brodied" 60 feet from the Carlton Bridge into the Kennebec at Bath shortly before the Bath Iron Works launched USS *Samuel Adams* on July 23rd. Gilmore is said to have won a ten dollar bet for making the leap. Police fished him out of the water sans breath, nerves, and all raiment save a pair of socks!

▶ E. Farnham Butler, of Mt. Desert, has bought *May Mischief*, the 32′ Foster-rigged yawl formerly owned by Peter Chase, of the Northeast Harbor Fleet, while *Sparrow*, the Fleet's venerable launch, has been sold to Baltzer-Jonesport. William Bell Watkins, also of the Northeast Harbor Fleet, has sold his 52′ ketch *Felisi* to B. A. Barstow. These sales were made through the Mt. Desert Boat Yard, Inc.

▶ John Blakemore, of Boothbay Harbor, writes that George Batchelder's classy sloop *Gelouba* seems to be making her headquarters at B. H. this summer. *Gelouba*, a 42-footer, is about the latest thing in yachts now afloat, having been completed by Hinckley shortly before yacht building ceased for the duration. She was designed by Sparkman & Stephens.

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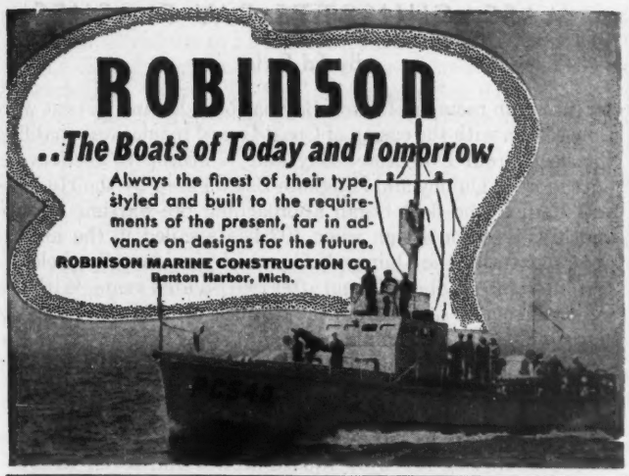

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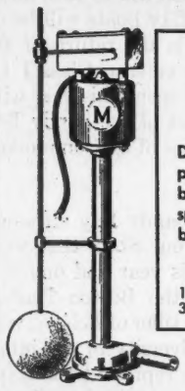

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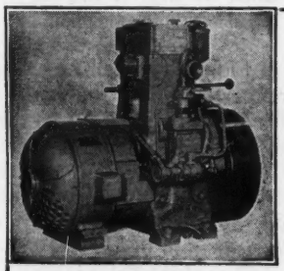

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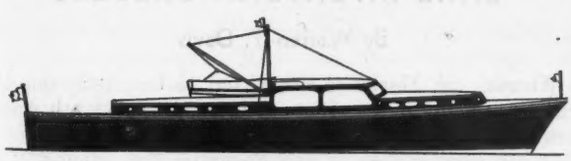

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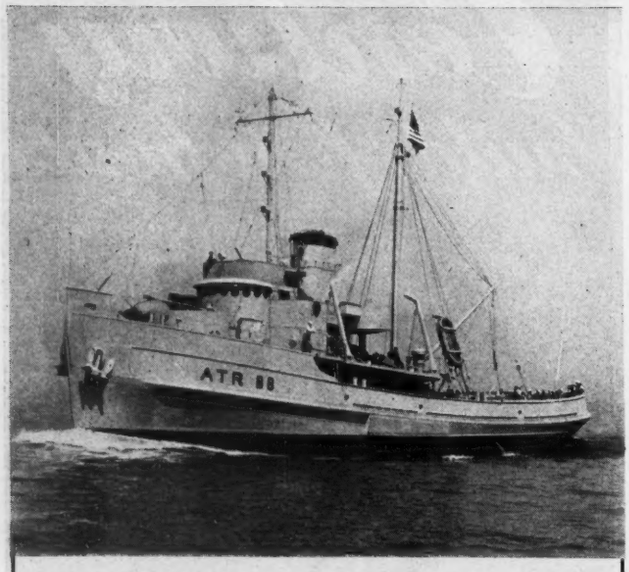

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MASSACHUSETTS BAY FLASHES

By Ed Earle

▶ Interclub racing in Boston Bay has been having its best wartime season with the easing of Coast Guard regulations enabling the fleets from Dorchester Bay and Winthrop to rendezvous once more in Quincy and Hingham Bays. Paced by the Hustlers and Radios, the fleet began approaching pre-wartime stature and hit its season's high when 103 boats sailed in the annual open regatta of the Quincy Y.C., which, incidentally, held its first interclub off Sheep Island after two isolated years. With the return of several sailors from the war, the noted Indian Class is now running up in the double digits but still a long way from the old days when two score of the dories fought for the weather berth in boiling starts.

▶ Marblehead is having its best season since the war and its fleet is headed by seven 30-Square-Metres and seven Internationals. The harbor is studded with gray-painted ex-Coast Guard yachts which bring back the good old flavor of cruising craft. Race Week holds the stage this August 5th to 12th and a sizable fleet is expected since the Boston Bay boats will be on deck. Features on the full circular include the return of the Herreshoff S Class, the Triangles and the veteran Class I 18-footers. The Star Class will be much in the scene this year with a strong turnout from the Cape Ann Fleet of the Sandy Bay Y.C., of Rockport, largely due to the efforts of ex-Commodore Homer L. Clark.

▶ Racing continues keener than ever at Sandy Bay although 36 members are in the armed services. Four Stars that were not sailed last year are actively racing this year and one new boat, *Macanudo*, has been bought from the Boston Harbor Fleet by Billy Trayes. Munroe Hale, at the tiller of *Eclipse*, who did some tall sailing for Northeastern University in the intercollegiate dinghy racing, won the series to represent the Cape Ann Fleet in the world's Star Class championship to be sailed at Chicago. Hale defeated *Scherzo*, sailed by Myron Brown, by three points. Homer Clark's *Sans Souci* was a close third.

▶ Recent sales through the office of Eldredge-McInnis include the Eastward Club sloop *Fab* from Mrs. F. A. Belknap to Warren A. King; the 22′ motor-sailer *Whistling Cat II* from the Clark Kennedys to Arthur E. Manheimer, who will use the boat at Cohasset; the 36′ o.a. auxiliary cutter *Tatnuck* from Robert Gregg Stone to B. G. Wooley, the boat going to Narragansett Bay; the Week-Ender *Handy*, 35′ o.a., from Melville Weston to Gordon C. Prince; the 10-Metre *Charlotte* from Frank H. Harding to L. Mortimer Pratt, Jr.; the S Class sloop *Sabot* joins the New York fleet in a sale from C. Adrian Sawyer, Jr., of the Boston Y.C., to R. B. Kenyon; the 27′ 6″ o.a. auxiliary sloop *Abri II* from Dr. Benjamin Tenney, Jr., to Dr. A. L. Senecal; the 25′ raised deck power cruiser *Brownie* from F. L. Woods to William A. Brown and Judson P. Morse; Joe Schuldice has bought the 42′ power cruiser *Flying Mist* from Parker J. Hall. The 36′ *Feather II* has been bought by Charles N. Colstad from John M. Fairbanks and the 42′ auxiliary schooner *Sagochet* from John R. Peterson to Dr. Herman E. Pearse, of New York.

LAKE MICHIGAN BREEZES

By Warren T. Davis

▶ Whereas the Mackinac turned out to be mostly one long drift, with many flies and lots of hot sun, the Eighth Annual Escanaba Cruising Race that followed was partly broken up by too much wind. *Falcon II* and *Bangalore Too*, winners of the Racing and Cruising Divisions in the Mackinac, came home from the Island by way of Green Bay along with others such as *White Cloud*, *Cara Mia*, *Hostell II*, *Nahoma*, *Duchess* and *Stephia*. These boats expected to enter the Escanaba Y.C. and M&M Y.C. races which make up, with the Mackinac, the sportiest racing on Lake Michigan. Lots of heavy wind and sea caused cancellation of the legs from Sturgeon Bay to Ephraim and from Ephraim to Menominee. Charles Stoll, of Escanaba, in

his fast schooner *Rose of Sharon*, won the first leg, Cruising Division, Escanaba to Fish Creek, and Roger Williams was first in the Racing Division in his 22-square-Metre *Rinnette IV*. The fleet had to lie over in Fish Creek an extra day because of weather. In the second leg to Sturgeon Bay, Williams again took first in the racing fleet, while Clayton Ewing, in his schooner *Ben Bow*, took top place among the cruisers. On a point basis, Williams was first in the Escanaba series for racers and Stoll first among cruisers.

▶ The 100-Mile Race sponsored by M&M Y.C. is a rugged race over a tricky course. Ed. Erickson, in his "R" boat *Yankee*, and Francis Boyce, in *Bonney*, were first in Racing Classes A and B. Charles Stoll, in *Rose of Sharon*, was first in the Cruising Division. All these were Escanaba Y.C. entries. The Green Bay fleet was glad to have so many down-lake visitors and hopes that the weather in future years will not be so heavy for the boys.

▶ Weather here seems to be either too much or too little. The race from Milwaukee to Saugatuck on the first of July for the Queen's Cup and the South Shore Y.C. Silver Jubilee Cup saw numerous starters and no finishers. The 24 hours allowed was far too little for even the fastest of the fast fleet competing.

▶ The "R" boat fleet at Chicago continues to put on a top notch show. In the Series B races at Chicago, Ed Schnabel, in *Yankee*, took first in Class R, E. Heinemann, in *Romany*, first in Class S and Sam Clark, in *Svek*, first in the Tumlaren Class. These seem to be perennial winners.

▶ The Michigan City Y.C. New Buffalo Race found no wind this year (repeating last year's experience). *Wandelaar*, owned by Lloyd Cooper, came in some time ahead of the others. Henry Ekstein, in *Regret*, won the Bell Trophy Race.

▶ In the Sheridan Shore Y.C. Green Star Series, Alfred Dowrie came in first in *Skylark*.

▶ *Copperhead*, designed by Phil Rhodes and built by Palmer Johnson for John T. Snite, then sold to Phillip Wrigley, has now become the property of Roman C. Brotz, of the Sheboygan Y.C. Slowly but surely the various clubs about the lake are acquiring some of the best and fastest yachts. Robert O. Law, of the Chicago Y.C., recently acquired a 32-foot Chris-Craft, brought in from Davenport.

▶ The heaviest cruising reported in these parts for the season is a month's trip to Lake Superior by E. E. Sheridan in his Alden cruising yawl *Teaser*. Many yachts went into Green Bay, among them Ed Tolman's *Keewaydin*, with a crew of fine looking young ladies, and *Gloren II*, owned by H. W. Angsten, which also has a beauty crew.

▶ David Zimmerman, Ralph Esau and John Swanson, all at one time or another active in yachting circles here as commodores of various clubs, have passed away.

FROM SAN FRANCISCO BAY

By Jesse L. Carr, M.D.

▶ Largest club cruise of the year to date was the Aeolian Y.C. cruise to the Sacramento River and Steamboat Slough, beginning the 15th of July, with some 15 boats joining the fleet. A few of this contingent, with some score or more of other yachtsmen on the bay, are solving the vacation problem for themselves and their friends by leaving their boats anchored in the delta region, coming home by bus and relinquishing their craft to other families in succession. In one instance, six families expect to vacation aboard such a boat with no expenditure of gasoline excepting that consumed by the public conveyance.

▶ James Michael, of the St. Francis Y.C., former owner of *Dorade* is expected to be transferred from Florida shortly. Lt. Com. Henry Eickhoff has been shifted from the South Pacific to

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Honolulu. Kergan Bruck, one of the headsail crew in *Fade-Away* and son of her skipper, has been inducted into the Navy. Joe Ahern, of the Aeolian Y.C., is also now in the Navy as an ensign.

Alec Barr, of this club, has sold *Wai-Iti*, and Tom Bolger has a new Block Island ketch which he has christened *Kahana*. She is the only sail boat launched on San Francisco Bay in 1944. . . . Lloyd White, of the Palo Alto Y.C., has sold his *Janet* and bought *Nirvana*, a 40′ double-ended cruiser.

▶ There has been a great change in two famous and now historic meeting places for yachtsmen in this district, the first being the purchase of Axel's Landing by Fred and Patricia Darby. The conversion of this already popular spot into an ideally managed facility for visiting yachtsmen by these two buyers has received an enthusiastic reception. Instead of meager facilities, there are now available a gasoline service directly off the float and pure water piped to the dock; while groceries, ice, fruits, vegetables and fresh meat may be procured in the adjacent store.

The other change, viewed with real and deep regret by the entire yachting fraternity, is really more than a change, being in fact the end of an institution. On the last day of July, Joseph Attell, better known as "Grindstone Joe," died while walking in to Terminus for a haircut from his lovely little atoll in the San Joaquin River delta. Prosaic as this may seem, this death ends an episode carrying over some 40 years during which this Chilean jumped a German ship in Vallejo, with a Swedish companion made a 50-mile trip in an open rowboat, located his world of dreams and, after the departure of his companion, built with his own hands, a shovel and a wheelbarrow, an island and an atoll, carving out of the San Joaquin River delta as lovely a spot for human habitation as one will ever see either natural or artificial, here or elsewhere. Although famous for his many peculiarities, as many stories may be told about his friendship and numerous acts of kindness.

YACHTING ON THE NIAGARA FRONTIER

By Reginald H. Pegrum

▶ The Youngstown Y.C. Hill-Manning Trophy race, Youngstown to Toronto, on July 1st, was sailed in light winds and only three of seven starters finished. *Blue Moon*, John Williamson, was first, followed by *Cayuga*, Charles J. (Chuck) Spaulding, and *Revelry II*, Wesley P. ("Monty") Montgomery.

▶ The first race of the Rowland Cup Series at the Y.Y.C. was sailed July 9th on the club course. Three boats competed and *Blue Moon*, which seems to be going well this year, finished first followed by *Cayuga* and *Revelry II*. Three more races in this series will be held in September.

▶ The annual Y.Y.C. cruise to the Bay of Quinte began July 29th. The fleet included *Blue Moon*, *Revelry II*, *Xanadu*, Will A. Cannon, Sr., *Pelican*, George Johnson, and *Tonya*, Marshall Kennedy.

The racing schedule for July at the Buffalo C.C. was full. There were two Lightning series, one of which ended in a tie, with the sail-off won by *Thunderbolt*, John M. Stern — Robert J. Woods, from *Thermis Twice*, Karl Smither — Robert L. Crane, Jr. In the second series, the same two boats finished first and second but the order was reversed.

▶ The three International 14-foot dinghies at the B.C.C. completed their first race series of the season. *Whistle*, Lewis E. Howard, finished well in the lead followed by *Chipsea*, Stewart H. Gibson and *Debutante*, John E. Copeland.

▶ The Invitation Race of the Buffalo C.C. sailed July 22nd attracted considerable interest but a 35-mile wind finally eliminated all but three boats. *Serica*, Felix Prochnow, blew out a mainsail and *Maleo*, A. M. (Pete) Stetler, withdrew after beating some twelve miles against high seas. *Rockette*, Percy J. Hunt, deserves much credit for being the only boat to reach Port Maitland.

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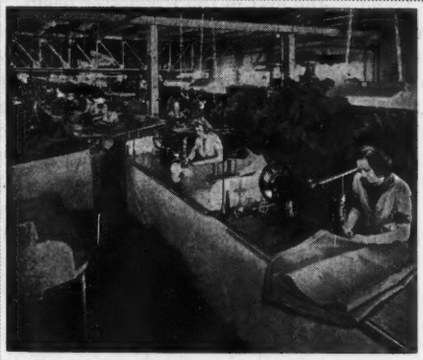

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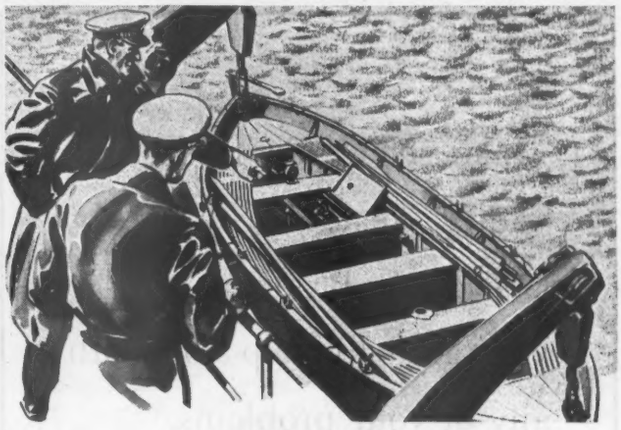

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LAKE ONTARIO NEWS

By W. Peck Farley

▶ Bill Croucher, of the Sodus Bay Y.C., won the July series in the Robin Class with Chip Stuart and Lawrence Morley as runners-up. . . . Don Welch and Mr. Sheean have each bought Lawley 110s — the first on Sodus Bay. . . . Charlie Hartman has an Atlantic sloop which he trailed to Sodus from Long Island Sound. . . . The annual handicap cruising race to Fairhaven took place August 5th and 6th.

▶ The Newport and Nine Mile Point Y.C.s held their annual interclub regatta at Newport, on Irondequoit Bay, July 30th. Newport won the team event, thus holding both the Newport and Olcott Trophies for another year. Individual honors were pretty well divided between Chet Miller, of Nine Mile, who won the morning race and Al Jones, of Newport, who took the afternoon race. Best in points was George Glenn, of Nine Mile, who took second in both races.

▶ Racing at the Royal Canadian Y.C. is still curtailed but there are mid-week evening races in which the three Eight-Metres, *Norseman*, *Vision* and *Quest* and the two Six-Metres, *Mermaid* and *Aphrodite*, compete. Two Nova Scotian-built schooners have been added to the roster of Royal Canadian.

The National, Queen City and Royal Canadian Y.C.s are staging open races with boats from any of the clubs eligible. On July 15th, more than 50 yachts participated at National and 250 sailors were guests of the club at dinner after the races. Royal Canadian holds four races during the season after which buffet suppers are served in the famous Model Room. The Queen City Y.C. will hold its annual regatta the middle of September.

Bob Grant, former skipper of *Invader*, is hospitalized in England owing to wounds received in Normandy.

▶ Bill Barrows, of the Rochester Y.C., who earlier this season brought the yawl *Tahuna* into the club from Chicago, has sold her back to Chicago and brought in from Down East the 30-Square-Metre *High Wind* — the first in the Rochester basin.

Rochester has been host to an unusually large number of Canadian boats in the last month, including Bill Grant's *White Wings*, Tom Wade's *Patricia* and Robert Barr's *Aphrodite*, all from the Royal Canadian Y.C. Commodore Brown, of the Royal Hamilton, was in port with *Seneca* and Jack Conroy, of St. Catherines, was in *South Wind*. Bob Barr stayed over a week-end to race with the local "Sixes."

Cliff Baker will represent the Rochester Y.C. Star fleet at the World's Championship series in Chicago August 20th–26th. Jeff Dale, in *Greta*, won the 12th District elimination series but, due to war conditions, there will not be a 12th District regatta this year.

Lt. ("Bud") Palmer, erstwhile dinghy sailor now in command of an LST, was wounded during the invasion off the Normandy coast.

At present, Earl Snyder, in *Djinn*, and "Rooney" Castle, in *Stork*, are tied for the Six-Metre Championship.

PACIFIC NORTHWEST CAT'S-PAWS

By Ray Krantz

▶ *Venture*, 35′ auxiliary cutter of Wm. Atkin design and well-known at Seattle, now hails from Tacoma, the new owner being Don L. Cooney. Originally owned by Gardner Gamwell, Seattle Y.C., *Venture* has recently changed hands several times, the last owner being Harold Hartman. This sale was handled by Tom Farrell, now in charge of sales and service at Washington Boat Works.

Other recent Farrell transactions include the sale of the 33′ cruiser *Patsy-Duff*, to H. B. Hoff, Seattle, for Dr. Harry G. Sutherland, Bellingham; the 40′ cruiser *Harmony* to Marshall G. Hopkins, Seattle, for Charles Anderson; the 28′ auxiliary sloop *Aurora* to Lieut. R. W. Long, Bremerton, for Farrell's company; the 20′ auxiliary sloop *Ada* to T. S. Carswell, for Tom

Wheeler; a 20′ Gar Wood sedan runabout to the Russian government for use as a tender aboard an ice breaker; and the 30′ cruiser *Buccaneer* to George Duncan, for T. F. Hyskell.

▶ Two barges recently hit the water at Pacific Northwest shipyards. BCL-*1601* was launched at the Stanwood shipyards on June 20th and, on July 17th, BCL-*1598* slid down the ways at Barbee Marine Yards' Kennydale plant, Mrs. David Raetzloff sponsoring. The craft are 204′ non-propelled wooden ocean barges for the Army. Sagstad Shipyards, Seattle, commissioned the last of a series of twin and single screw ocean tugs for the Army on July 21st; the vessel's designation, LT-*373*. This yard now is fabricating two 128′ refrigerated cargo vessels of tuna clipper type for the Navy, as are Ballard Marine Railway Co., Inc., and Seattle Shipbuilding and Drydocking Corp.

▶ Newest addition to the Seattle Y.C. fleet is the 44′ motorsailer *Tahuna* which formerly hailed from Vancouver, B. C.; the new owner is Stewart Marlatt, Seattle.

▶ On August 3rd, *Lenoir*, a 154′ cable repair vessel for the Army's Signal Corps, ran her acceptance trials on Puget Sound; the commissioning brought to an end the Seattle Shipbuilding and Drydocking Corp.'s Signal Corps contract for this type of vessel. At present, the yard is building 128′ tuna clippers for the Navy.

▶ *Cat's-Paws:* Ray Roberts and Charles Caseley, owners of the new yawl *Allegro* recently launched by Jim Chambers' yard at Seattle, are now engaged in the final touches of rigging their new craft and completing interior arrangements; your writer does not know whether or not *Allegro* is a ketch or yawl, as the after mast or jigger is stepped squarely atop the rudderpost by the use of a clever hardwood base piece; maybe she is a "ketch-yawl!" . . . Yacht building continues non-existent at Seattle; but several yacht-like new fishing vessels have recently been completed, including Carl Serwold's *North Pacific*, Sig Kragness' *North Cape*, and Norman Pedersen's *Roberta;* all have six-cylinder 120 hp. direct reversing Atlas Imperial marine diesel engines. . . . Barbee Marine Yards in the near future will launch from the Kennydale plant the last of a series of 127′ ocean tugs, and 204′ ocean barges, for the Army. . . . An Olympia steel vessel company plans to build steel yachts at the war's end. . . . Judging by public interest, there should be heavy yacht construction activity in the Pacific Northwest at the end of the war; buying power has built up to unusual proportions, say builders and naval architects.

COMET COMMENTS

By Mac Lamborne

▶ Comet Class Y.R.A. officials have decided to hold up plans for any "national scope" regatta this year as a result of transportation difficulties and other factors. It's probably a wise decision and all adds up to the fact that the first national championship meet after the war should be a bangup affair.

▶ John Simon, with Al Becker as crew, in *Jackenpop* was leading Comet eliminations at the Stone Harbor Y.C., with 47½ points. Gilbert and Betsy Clark were second with 43 points, and Harold Evans, third, 40 points. No final word has been received on whether the club will hold an open regatta.

▶ At the Absecon Y.C., where a fleet of 15 Comets is sailing, James Gibbons was leading skipper, with William Miller, Casey English and Robb Doddridge following in that order.

▶ Comet enthusiasm was at a new high at Greater Wildwood where Lt. John Martin, Jr., in *Blondie* was high scoring skipper at last report. His 35½ points compare with 29 for Joseph Richards and 28 for Max Sorenson.

▶ In the Comet's first appearance at a Chesapeake Bay regatta this summer, four boats came out for the Virginia Sailing Regatta at Urbana, Va. William ("Bus") Knight, a Richmond

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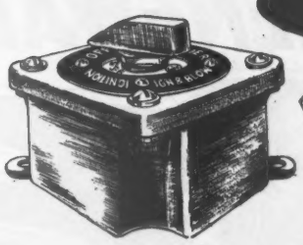

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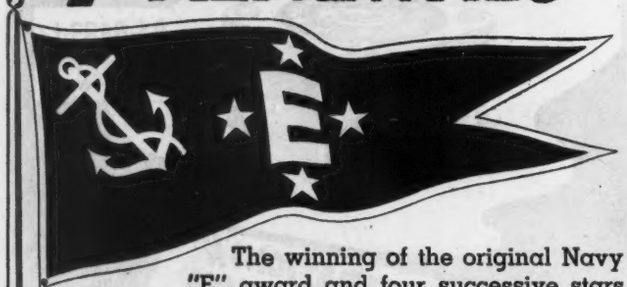

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skipper, won the series in *British*, the Connecticut-built Comet formerly owned by Col. Jack Jacobs. Second place went to Jess Haydock, of Washington, sailing *Emma D'Tish*.

▶ Col. and Mrs. Jacobs, back at their favorite sailing grounds in Washington, have chartered Patricia Lochridge's *Fleetwing* for the summer. Mrs. Jacobs won a recent ladies' day race sponsored by the Potomac River S.A., even though *Fleetwing* was taking in water as a result of a collision with a 20-footer. *Fleetwing*, just to keep the record straight, was on the starboard tack when the two came together.

▶ Don Peters has won four elimination races for Comets at the Princess Bay fleet on Raritan Bay and twice was closely pressed by Ann Willcox, sailing *Scud*, four times runner-up in the Nationals.

▶ The Sandusky Sailing Club fleet at Sandusky, Ohio, which was site of the last Nationals, has added three more Comets, bringing the total to 13.

▶ William Baltz, one of the Sound's best Comet skippers, led a fleet of 13 starters in final points during Larchmont Race Week. His Comet *Blue Peter* won the first three races, placed sixth in the next event (which was won by George Brazill's *Cootie*) and third in the final race, won by Richard Poole's *Avenger*.

GULF COAST HAPPENINGS

By Val J. Flanagan

▶ The Fairhope Y.C., youngest of three yacht clubs on Mobile Bay and the newest member of the Gulf Y.A. (it was admitted at the annual meeting in May), has doubled its membership within the past year. Recording Secretary Jack W. Bonnell reports a membership of 160, among whom are several persons well known in gulf coast yachting circles: Edward B. Overton, Irvin Jackson, skipper of the schooner *Mistress;* Reed Martin, who recently lost his schooner *Dolphin;* William B. Crane, owner of the fast Marconi-rigged 21′ cabin sloop *Robin Hood*, and George Criminale, skipper of the star boat *Spika* and one of the pioneers in Star racing on Mobile Bay.

The Fairhope Y.C. was organized on February 25th, 1942, by a small group of yachtsmen. It has a clubhouse and anchorage located on Fly Creek (Volonta Bayou on the charts). The harbor is unique in that the creek is a fresh water stream fed by large springs. The anchorage is surrounded by high clay bluffs on both sides and is so well protected that a gale can be blowing on the bay and the creek will be as quiet as a mill pond.

Commodore is Otto Wadewitz, well known in yachting on the Great Lakes, having been responsible for the organization of five yacht clubs in that region. He served for six years as commodore of the Racine Y.C. before coming to Fairhope. Other officers include Rudolph Tuveson, vice commodore; M. E. Blake, rear commodore; Jack W. Bonnell, recording secretary; Bob Faulkinbury, financial secretary; Carl Bloxham, treasurer; and Walter Foster, fleet captain.

▶ The Fish Class sloops, which were introduced in 1919, will be sailed for the twenty-fifth time in the Lipton Trophy interclub races at St. Petersburg on September 2nd, 3rd and 4th. Both the Fish Class and the Lipton Series are celebrating their silver anniversary this year.

▶ Weekly racing continues at the Southern Y.C. with about the same number of boats entering each Sunday. James Gibbons, who chartered the Star *Lucky* for the 1944 season, has been doing well with her winning three races, as many as J. B. Cleary's *Sparkler III*, standout Star of the past two years. . . . The race committee has found that if you give the stars a little time they'll make the most of it. Cal Hadden, Jr.'s, *Ghost*, using a handicap of 1 hour, 7 minutes and 32 seconds to good advantage, finished ahead of a fleet of 14 starters, on corrected time, in the annual cross-Lake Pontchartrain sail race to the Tchefuncta River and return, July 1st and 2nd. *Ghost* made the 44 miles in 14:25:40, corrected time.

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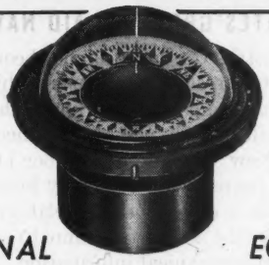

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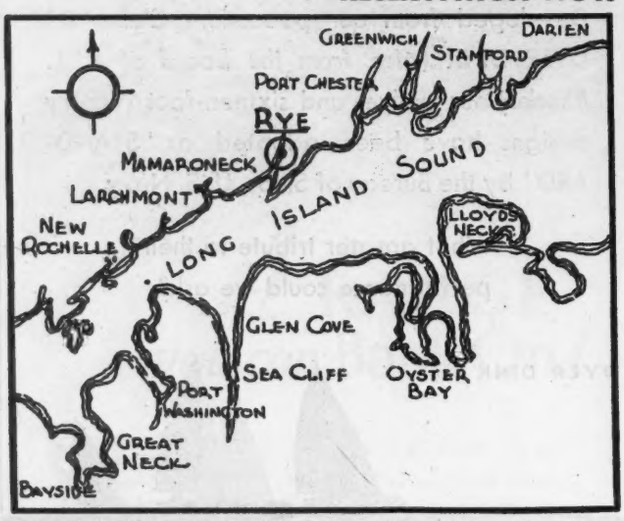

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NEWS OF THE INDUSTRY

CONTINENTAL MOTORS CORP. BUYS STOCK OF GRAY MARINE MOTOR CORP.

▶ Although it has recently been announced that Continental Motors Corp. had bought the stock of the Gray Marine Motor Co., it is pointed out that there will be no change in the management or in the policies of the latter, which will continue to function as an independent unit.

John W. Mulford, President of Gray, states that: "Frank O. Fernstrum is executive vice-president as well as general manager of the company. He, along with J. B. Moran, Grant H. Nablo, myself and other old timers will continue to direct the policies of this company just as before. The Gray Marine name, which is so well established and widely known for competence in the marine field, will be unchanged. The same Gray organization with all its background of experience and integrity and sound principles, will continue to serve the marine trade as in the past 38 years. New emphasis will be in the direction of the best of service and a large line of continually improved engines."

INDUSTRY CREATES GROUP TO AID NAVY

▶ The Navy Industrial Organization has been created to maintain and perpetuate the close relationship which has been built up between the Navy and industry during the war. The newly organized group will hold its first annual meeting at the Hotel Waldorf-Astoria, New York, on September 11th, followed by a dinner in honor of Secretary of the Navy Forrestal. Apart from seeking to maintain a close working relationship between the Navy and industry, the association aims to aid in scientific research and to provide technical information.

Members of the marine industry may obtain information regarding membership in the N.I.A. from the Association's offices at 250 Park Ave., N. Y.

IN THE NEWS

▶ Richard R. Vineyard has been appointed director of the research laboratory of the Winner Mfg. Co., Trenton, N. J. For the past year that department has been giving special attention to new techniques and plastic construction.

Joseph S. Bennett, recently sales manager of the American Engineering Co., Philadelphia, has been elected vice president of the firm. . . . Charles D. Roach, naval architect and marine engineer from Fort Lauderdale, Florida, has become associated with the Columbian Bronze Corp., Freeport, N. Y. A graduate of the University of Michigan and long a specialist in the design of high speed hulls and propellers, Mr. Roach will be concerned with design and development work at Columbian.

ON THE PRODUCTION LINE

▶ The Camden Shipbuilding and Marine Railway Co., Camden, Maine, has received the Army-Navy "E" award. . . . The Cleveland Diesel Engine Division of General Motors has received its fourth "E" star, as has the Elco Naval Division . . . . Jenkins Bros. has received a fourth gold star for its "M" pennant.

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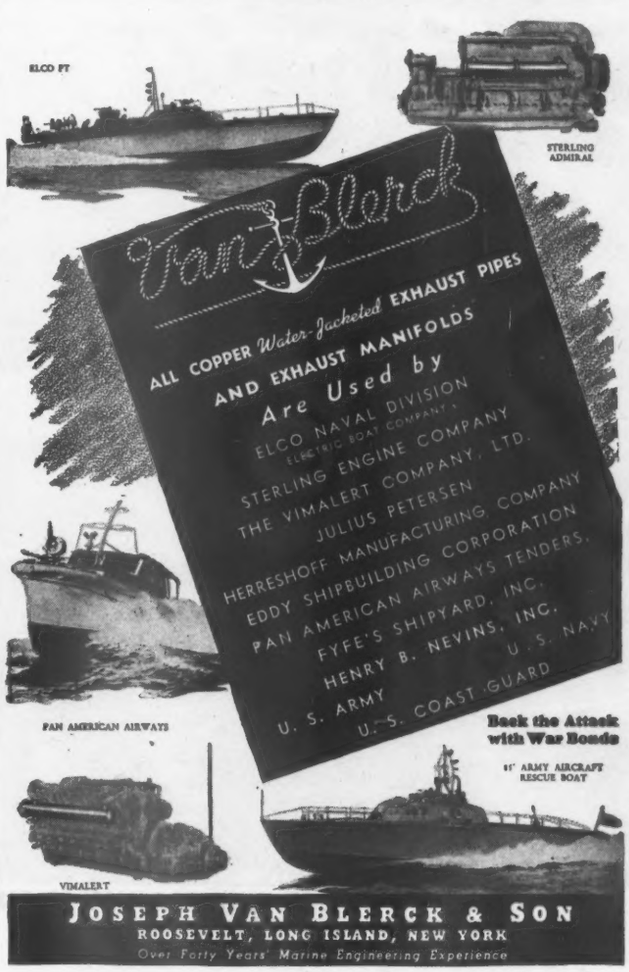

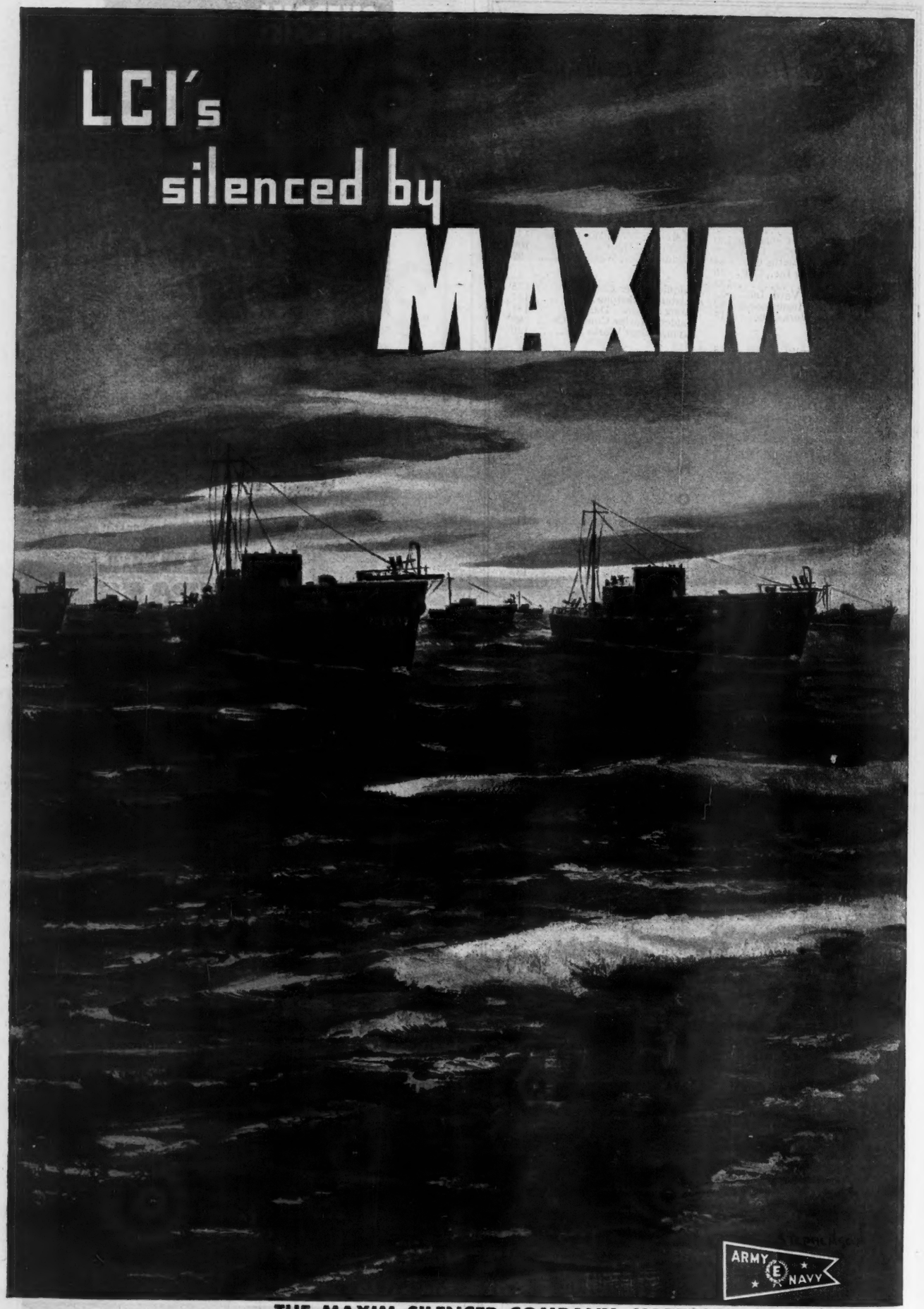

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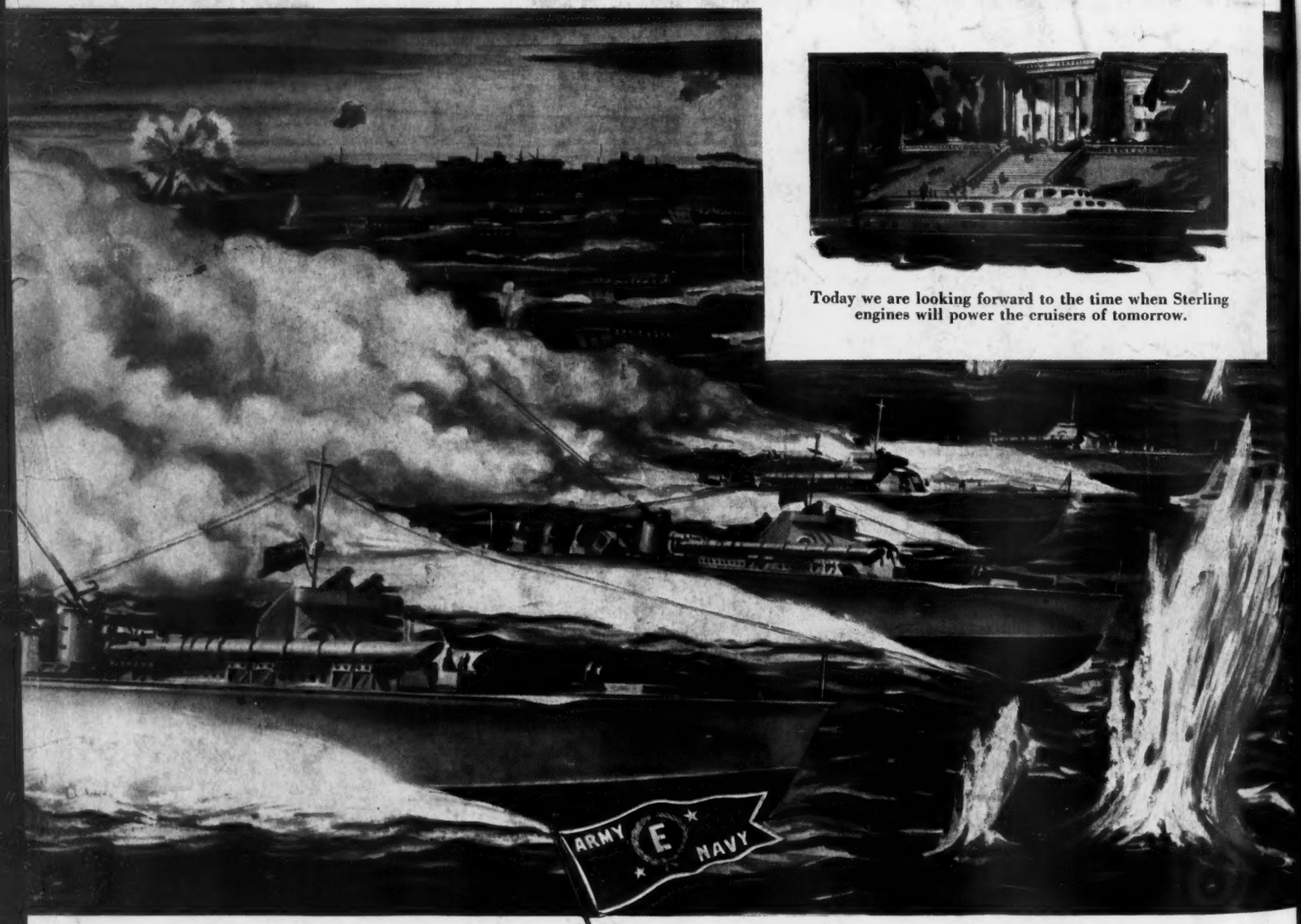

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